

The Hongkong Telegraph.



No. 338.

MONDAY, FEBRUARY 26, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

RACE SADDLES.

JOCKEY WHIPS.

PONY HARNESS.

RACING SCARVES.

HATS, IN NEWEST SHADERS.

KID GLOVES.

FRENCH SHOES AND BOOTS.

LATEST HOSIERY AND SHIRTS.

LANE, CRAWFORD & Co.
Hongkong, 15th February, 1883. [296]

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 23,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq., Wm. MEYERINK, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$315,333.33.
RESERVE FUND.....\$70,818.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAY, Esq.,
LO YOK MOON, Esq., CHU CHIK NUNG, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE.

8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

Intimations.

WANTED.

A SITUATION as CLERK, BOOK-
KEEPER, or GENERAL ASSISTANT,
by a young man who has had ten years experience
in China and Japan. Speaks French, English,
German, Italian and Japanese. Moderate Sal-
ary required. First-class references.
Apply to
B. C. A.,
care of Hongkong Telegraph Office.
Hongkong, 13th February, 1883. [139]

LOST.

A RACECOURSE on SATURDAY,
January 27th a RACE GLASS. The
Finder will be Rewarded on RETURNING the
same to
W. M.
care of Hongkong Telegraph Office.
Hongkong, 25th February, 1883. [151]

Auctions.

HORSE AUCTION.

LANE, CRAWFORD & Co., will hold an
Auction, of
HORSES AND CARRIAGES,

ON WEDNESDAY,

the 28th instant, at FOUR O'CLOCK P.M., at the
Fountain opposite the City Hall (by Permission
of the CAPTAIN SUPERINTENDENT OF POLICE).
Particulars of Lots to be included, should be
sent to the Auctioneers as soon as possible.
Hongkong, 24th February, 1883. [156]

Notices of Firms.

NOTICE.

I HAVE This Day PURCHASED the GOOD-
WILL and STOCK-IN-TRADE of W. P.
MOORE'S HAIR DRESSING SALOON, Hongkong
Hotel. I trust to meet the same Patronage so
liberally bestowed upon my Predecessor.
J. P. MARMANDE.
Hongkong, 25th January, 1883. [32]

For Sale.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS
AND
GENERAL COMMISSION AGENTS,
PRAYA CENTRAL.

HAVE RECEIVED BY LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS,
PICKS.

AXES.

ENGINEERS' & HOUSEHOLD HAMMERS,
PATENT BIT-BRACES.

AUGER-BITS.

DRILLS.

PATENT BRASS PADLOCKS &
CHEST LOCKS.

MRS. POTT'S PATENT SADIRONS,
COOKING STOVES.

FAIRBANK'S SCALES,
FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES,
BREAST DRILLS, AUTOM. BORING
TOOLS.

ANVILS, VICES, AND DRILLS COMBINED,
ANVILS.

VICES.

HITCHCOCK'S PATENT LAMPS,
GLASS CUTTERS.

SCROLL SAWS.

FAMILY GRINDSTONES,
BLACKSMITHS' BELLOWS.

&c., &c., &c.

BEST WHITWORTH'S STOCK AND DIES,
SCREW WRENCHES.

PLANE IRONS.

CHISELS,
HAMMERS.

PINCERS.

NIPPERS,
DIVIDERS.

RULES,
METAL SCISSORS.

METAL SAWS.

TUBE EXPANDERS,
OIL FEEDERS.

OIL CANS.

SALTER'S SPRING BALANCE SCALES,
WESTON'S PATENT TACKLES.

PATENT SOCKETS.

DISTRESS SIGNALS,
HOLMES' PATENT SIGNAL LIGHTS.

FOGHORNS.

SIGNAL LAMPS,
LIFE BUOYS.

LIFE BELTS.

BOTTLE WASHING AND CORKING
MACHINES.

&c., &c., &c.

SPARKLING SCHARZHOFFBERGER,
FLENSBURG STOCKBEER.

MARIENTHALER BEER.

VEUVE CLICQUOT PONSARDIN
CHAMPAGNE.

Hongkong, 7th October, 1882. [10]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$23 per Case.
PINK.....\$23 per Case.
Apply to
MELCHERS & Co.
Hongkong, 2nd March, 1882. [8]

TO SPORTSMEN.

FOR SALE AT LESS THAN COST.

OWING TO OWNER LEAVING
THE COLONY.

1 Silk-lined RACING SADDLE,
RACING WHIPS with Silver Mounts.

The above, which are ALL NEW, may be
seen at the "HONGKONG TELEGRAPH"
OFFICE and will be Sold at BARGAIN.
Hongkong, 2nd November, 1882. [12]

AND R. TENNENT'S ALE AND
PORTER.

DAVID CORSAK & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [151]

Intimations.

W. BREWER.

WILL LAND EX "OCEANIC."

HERBERT Spencer's Works Complete.
Stanley's Jewish Church.
Grey's Enigmas of Life.
Grey's Creed of Christendom.
Lucky's History of Morals.
Warren's Household Physician.
Bryant and Stratton's Book-keeping.
Lubbock's History of Civilization.
Dane's Manual of Mineralogy.
National Religion by the Author of Ecce Homo.
KINNEY BROS CIGARETTES, SWEET
CAPORAL AND OTHER BRANDS.
THE AUTOPHONE! the instrument that all can play and all the newest music of the day.
THE BEATTY "BEETHOVEN" ORGANS with 20 Stops; Manificent Instruments; Very Cheap.
The finest collection of PHOTOGRAPHS ever shown in the East, real works of Art which
should be early inspected. An entirely new collection of elegantly designed
PHOTOGRAPH FRAMES for promenade and ordinary sized Photos.
The Statuary Panels and other Fine Art Goods. The New Cigar Lighter! Mackinnon Pens!
Zola's Novels! Reynolds' Novels! Spoonendyke! Popular Medical Books!
W. BREWER,
QUEEN'S ROAD.
Hongkong, 26th February, 1883. [703]

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

THE FOLLOWING MUSIC EX STEAMSHIP

"GLENEAGLES."

Les Sirenes—Valse, by E. Waldteufel.
My Queen—Valse, by E. Waldteufel.
Messenger of Love—Valse, by C. Coote, Jr.
Dolores Valse—by E. Waldteufel.
Officers' Valse—by C. Coote, Jr.

ALSO THE FOLLOWING ROYAL EDITIONS OF OPERAS, WITH VOCAL AND
PIANOFORTE SCORES, IN ENGLISH AND ITALIAN.

Lucia di Lammermoor—by Donizetti.
Don Pasquale—by Donizetti.
Luceria Borgia—by Donizetti.
L'Elisir D'Amore—by Donizetti.
La Favorita—by Donizetti.
Masetto—by Auber.
La Sonnambula—by Bellini.
Norma—by Bellini.
Il Barbiere—by Rossini.
I Puritani—by Bellini.

S. MEYERS,
MANAGER.
Hongkong, 14th February, 1883. [28]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS
WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS.....@ 15c. PER YARD USUAL PRICE 25c.
INVISIBLE CHECKED Do.....@ 15c. do. do. 25c.
POMPADOUR DELAINES Do.....@ 20c. do. do. 30c.
ROUGH & READY SERGES Do.....@ 20c. do. do. 30c.
CHECKED MOHAIRS Do.....@ 30c. do. do. 45c.
TERRA COTTA & OTHER STRIPED SATINETTES.....@ 50c. do. do. 75c.
FANCY VELVETEENS.....@ 35c. do. do. 50c.

LADIES' SHOES.....@ \$1.25 PER PAIR do. \$2.50
LADIES' SHOES.....@ \$1.50 do. do. \$3.00
LADIES' SHOES.....@ \$1.75 do. do. \$3.50

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 6th February, 1883. [659]

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

HAVE JUST RECEIVED A CHOICE VARIETY
OF
FRENCH AND ENGLISH TWEEDS

GENTLEMEN'S SUITINGS

CASHMERE AND ANGOLA NOVELTIES

ALL OF WHICH ARE SHOWN READY FOR MAKING UP.

GENTLEMEN'S FELT HATS (Christie's) the latest shapes.
WHITE AND COLOURED SHIRTS.
LINEN COLLARS AND FANCY SCARVES.

GENTLEMEN'S HOSE in great variety.
UNDERSHIRTS in Balbriggan, Merino, Cashmere and Lambwool.

GENTLEMEN'S KID GLOVES & BUTTONS.
UMBRELLAS AND WALKING STICKS.

LADIES' DEPARTMENT.

DRESS GOODS in CASHMERE, FANCY WOOL AND OTHER TEXTURES.
BROCADED GAUZE AND CREMADINES.

CASHMERE EMBROIDERED COSTUMES.
BRAIDED JACKETS, CLOTH MANTLES.

RICH BROCADED SILKS.
COLOURED BROCADED SILKS AND MOIRE'S.

LACES, RIBBONS, FLOWERS, FEATHERS, SASHES, LACE FISHOS, COLLARS, &c.
LADIES' KID GLOVES 2, 4, 6, 8, AND 12 BUTTONS.

FANCY JET GOODS in endless variety.
LADIES' AND GENTS' CAMBRIC HANDKERCHIEFS.

LADIES' AND GENTS' UNDERCLOTHING.
HOSIERY AND CORSETS.

HABERDASHERY, UMBRELLAS, AND SUNSHADES.
&c., &c., &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH PAYMENT.

ROSE & CO.
31 & 33, QUEEN'S ROAD—HONGKONG.
Hongkong, 2nd February, 1883. [379]

For Sale.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON
AERATED WATERS.

7, BRACONFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the
late Mr. E. CHASTEL'S
SODA WATER FACTORY

is now prepared to execute the largest orders
for every description of Aerated Waters with
promptness and despatch.

SUPERIOR QUALITY.

Consumers are invited to try these carefully
Manufactured

SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be ad-
dressed to The Factory.

7, BRACONFIELD ARCADE,
Hongkong, 11th April, 1882. [249]

For Sale.

G. FALCONER & CO.

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CLOCKS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [434]

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION
DEALERS.

BRACONFIELD ARCADE.

Agents, Ammunition and Regulators of
every description.

To be Let.

TO LET,
WITH IMMEDIATE POSSESSION.

FOUR LARGE ROOMS in Blue Buildings,
Wanchai, (opposite the Long Pier) lately
occupied by Mr. H. Joyce.

Apply to
H. H.,
Care of Messrs. SAYLE & Co.
Hongkong, 29th January, 1883. [103]

TO LET.

No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

No. 9, SEYMOUR TERRACE.
No. 25, PRAYA CENTRAL.
No. 10, HOLLYWOOD ROAD.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th February, 1883. [7]

TO LET.

A TWO STOREY HOUSE (6 Rooms)
in Mosque Junction. The above has Gas
and Water laid on; and immediate possession
can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 27th November, 1882. [18]

Intimations.

THE UNION INSURANCE SOCIETY
OF CANTON, LIMITED.

NOTICE is hereby given that under the
Provisions of the Articles of Association
of the Company, an EXTRAORDINARY
MEETING OF SHAREHOLDERS will be
held at the Offices of the Company, Peddar's
Wharf, Victoria, Hongkong, on SATURDAY,
the 3rd day of March Next, at TWELVE O'CLOCK
NOON, for the purpose of re-arranging the
Regulations of the Company by passing a Special
Resolution whereby the present Articles of
Association of the Company are proposed to be
cancelled and expunged from the Regulations
of the Company, and New Articles of Association
be adopted and substituted in lieu and exclusion
thereof.

And Notice is hereby given that a Copy of
the proposed Resolution and of the proposed
New Articles of Association can be seen by any
Shareholder at the Company's Office, in
Victoria, before the date appointed for holding
the said Meeting.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, dated the 21st day of February,
A.D. 1883. [151]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Offices of the Company, No. 14,
Praya, Central, on WEDNESDAY, the 7th
March, at THREE O'CLOCK P.M., for the purpose
receiving the Report of the Directors and a
Statement of Accounts to 31st December, 1882.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd instant to the
7th prox. inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 15th February, 1883. [143]

MR. MOORE begs to recommend his
GOGO SHAMPOO WASH
to the public as unrivalled by any prepara-
tion ever produced for promoting the growth
of the hair. The basis of this compound is
made of soap root; the natives of the Philip-
pine Islands never use anything else for
washing their hair; they are never found bald,
and it is quite common to see the females with
hair from 5 to 6 feet long. By constantly using
this Shampoo Wash as directed, you will
NEVER BE BALD.

The proprietor offers the Wash to the public
entirely confident that by its restorative
properties it will without fail arrest decaying
hair. It completely eradicates scurf, dandruff,
and cures all diseases of the scalp. It does not
contain any poisonous drugs. By its cooling
properties it allays the itching and fever of the
scalp, which is the great cause of people losing
their hair.

Mr. MOORE has succeeded in being able to
put this wash up in bottles without allowing it to
ferment, and he will guarantee it to keep any
length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,
VARIETY STORE,
Queen's Road Central.
Hongkong, 25th January, 1883. [93]

THE HONGKONG HOTEL.

THE DIRECTORS OF THE HONGKONG
HOTEL COMPANY, LIMITED, ARE
NOW PREPARED TO RECEIVE OFFERS
FROM SUITABLE PERSONS FOR A FIVE
OR TEN YEARS LEASE OF THE HONG-
KONG HOTEL, AND FURNITURE
COMPLETE.

This well known HOTEL is situated in the
Queen's Road, Hongkong, within a few yards of
the principal landing place in the Colony.

It is a large and commodious building, replete
with every modern improvement and conven-
ience. It contains an ELEGANT AND
SPACIOUS BAR, A LARGE BILLIARD
ROOM, READING ROOM, A DINING
HALL to accommodate 170 Persons, FIFTY
TWO BED ROOMS, TWO CAPITAL
BOWLING ALLEYS, together with all the
other necessaries of a well appointed Hotel.

It is the only First Class Hotel in the Colony,
and is always patronized by a number of permanent
boarders, consisting principally of Government
Officials, Military and Naval Officers and their
Families, &c.

It is at present under a Lease to Messrs.
DORABEY and HING-KEE, which lease expires
on the 15th October, 1884.

Applications to be addressed to
THE CHAIRMAN
THE HONGKONG HOTEL CO. LIMITED,
HONGKONG.

Hongkong, 2nd January, 1882. [24]

Shipping.

STEAMERS.

AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA,
PERSIAN GULF PORTS, ODESSA, and the
MEDITERRANEAN PORTS).

Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL-SELECTED STOCK OF
FANCY CHRISTMAS GOODS,

COMPRISING:—
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES.

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIES, AND LUBIN'S
PERFUMES.

&c., &c., &c.

A. S. WATSON & Co.,

CHEMISTS, DRUGGISTS,

AND

PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.
Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.
Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 26, 1883.

H.M.S. *Vigilant* proceeded out of harbour this morning for the purpose of making a full power trial of her machinery at the deep sea draught. Punctually at 10 a.m. the vessel cast off from the buoy, and steam was gradually worked up until eleven o'clock when the trial commenced. A course was shaped for Ling Ting which was rounded shortly after noon, the sea outside being somewhat rough; however, the ship behaved admirably. The trial, which was under the direct superintendence of Mr. WILLIAMS, Inspector of Machinery in the Naval Yard, was in all respects eminently satisfactory. There was a total absence of hot bearings, the water service not being required at all, while the boilers gave a full supply of steam without priming. The results, which are given below, clearly show that the improvements effected in the machinery of the *Vigilant* have greatly increased the efficiency of the vessel; in fact, it is especially noteworthy that the power obtained this morning was in excess of the original six hours full power trial when the ship and machinery were new.

The pressure of steam was maintained at 30 lbs., one full boiler pressure. The revolutions averaged 31.5 per minute; the vacuum in condenser 28 inches; the indicated horse power 1320, and the speed of the vessel 12.5 knots per hour. The *Vigilant* made fast to the buoy off the Naval Yard at 1.30 p.m. and is now ready for sea, awaiting the commands of Admiral Willes.

TELEGRAMS.

LONDON, February 23rd.
SUSPENSION OF THE MEMBER FOR ROSCOMMON.

Mr. O'Kelly has been suspended.

THE CONSERVATIVE LEADER AND THE GLADSTONE GOVERNMENT.

The House of Commons has adjourned the debate on the Address in reply to the Royal Speech, in consequence of Sir Stafford Northcote having announced that he would challenge the policy of the Government.

February 24th.
THE OPIUM QUESTION.

The Under-Secretary for Foreign Affairs, in reply to a question, said that the negotiations were about to commence relative to the opium trade with the Chinese Minister, and that he hoped they would lead to a satisfactory result.

THE GOVERNMENT AND THE SUSPECTS.

Sir Stafford Northcote intends to move for a select committee to inquire into the negotiations with the suspects in Kilmahina Gaol.

LOCAL AND GENERAL.

We read that during the last few years the habit of opium eating has been making terrible progress in Denmark.

THERE are said to be thirty three schools in Russia specially devoted to educate men to manage and operate railways.

THE tonnage of vessels launched at Glasgow in 1859 was 35,709; in 1869, 192,310; in 1879, 174,750; in 1882, 391,934. These figures speak for themselves.

No other country in the world offers such facilities for tipping as the kingdom of Belgium, whose 5,000,000 inhabitants annually consume about 60,000,000 quarts of alcoholic liquors. There is an average of one public house for every twelve adult male Belgians.

AN Arabic manuscript, dating from the latter half of the Fourteenth century (1365) conveys the curious information that the merchant vessels trading at that time in the Indian Ocean carried four divers, whose duties were solely to discover and stop leaks in the hull of the craft below the water line. Sound of the trickling water indicated the points of danger.

At a meeting of the French Geographical Society, held in Paris lately, M. de Lesseps promised that the Panama Canal should be ready to be opened in 1888. He described the sanitary condition of the people employed in constructing it as satisfactory. The mortality at Panama is not, he said, higher than in France, that is to say it does not reach 2 per cent. of the population.

As will be seen from an advertisement in another column, the Hongkong Choral Society will give a performance of "The Ancient Mariner" in the St. Andrew's Hall, on Wednesday evening the 7th March. The orchestra will be composed of the Buffs' string band. As the cantata has been in rehearsal for some considerable time back, a successful performance will doubtless result.

H.E. MAJOR GENERAL SARGENT inspected the last draft brought out from England by the *Himalaya* to join the "Buffs" on the Parade Ground this morning. His Excellency expressed himself highly pleased with the appearance of the men, and after the inspection briefly addressed them and said he hoped they would continue to keep up the good name of the "Grand Old Buffs."

The Bermondsey Vestry has decided that a tradesman who had sold a cat as a rabbit should be exonerated from all blame, because the cat, one of a parcel of genuine rabbits imported from Ostend, was bought and sold in good faith as a specimen of the latter animal. The purchaser had taken a fancy to that particular rabbit, but afterward took it back, whereupon the vendor took it to Dr. Dixon (the local medical officer) for examination, when its true character was discovered.

JAMES MAYNE, a native of Ireland, was charged before Mr. Thomson this morning with being drunk and behaving in a disorderly manner in the Sailors' Home yesterday. Mr. White, the steward of the Home, said defendant was drunk and he advised him to go to bed, which he refused to do, in most offensive language, and also behaved in a disorderly manner. P.C. James Johnston stated that he was called to the Home to take charge of Mayne who was in a very excited state. A fine of one dollar was imposed and Mayne patted smilingly.

THE print room of the British Museum has been in a measure compensated for the loss of the famous Botticelli Dante of the Hamilton collection, which was recently carried off to Berlin. It has acquired a set, purer and in an earlier state than any yet known, of the extremely rare and treasured illustrations to the "Triumphs of Petrarch," the design of which is ascribed to Fra Filippo. The set was found in a volume, otherwise of no great value, which came to the hammer during the sale of the Sunderland library. It was bought, after keen competition, by Mr. Quaritch for \$10,000.

REGARDING the new ordinance which of late years has been introduced in Great Britain a correspondent of the *Nature* writes: "In the Autumn of 1841 Sir H. Gough took the batteries of Chusan by a turning movement, and thus spoiled the Chinese preparations. The force captured a large number of guns, some very fine bronze ones, but there were also a good many smaller iron ones, and as these were of no value they were ordered to be destroyed. The Royal Artillery tried to burst these without success at first, and only after sinking the muzzles in the ground did they succeed. It was then ascertained that the reason of the extreme strength of this kind of gun arose from its strange manufacture. It had an inner tube of wrought iron over which the gun was cast, anti-projecting by many years a somewhat similar plan by Palliser."

JAMES BENNETT and James Ryder, unemployed seamen, were charged before Mr. Wodehouse this morning with stealing a pair of boots the property of Thomas Steward, a fellow lodger at boarding house No. 7, Square Street. Evidence was produced to the effect that lodgers to the number of thirteen stayed in one room, amongst whom were the prisoners and complainant. On Saturday, after returning from the races, it appears the first prisoner went to the complainant's bag and took out the boots and invited the second prisoner to come for a walk for the purpose of disposing of the pedal extremity covers; and also to have something to wash the Wong-nel-chong, dust out of his throat. Bennett testified this version of the story, and said Ryder knew all about it. However, Chan Yung, shop-keeper of 18 East street, identified both prisoners as being the sellers of the boots to him for one dollar. Mr. Wodehouse being satisfied that Bennett and Ryder had collared the "brogues" fined them five pounds each with the option of six weeks' retirement into the "Retreat." As the "fivers" were not forthcoming, the unemployed seamen being "brokers" from their too lavish piling it on at the Races, Messrs. Bennett and Ryder retired into secluded life for the before mentioned period.

THE report in this morning's *Daily Press* of the disagreeable scenes at the racecourse on Saturday, in connection with the race for the Ambassador Cup and others matters, is a disgraceful, and evidently a malicious perversion of the truth. In every essential point our morning contemporary's account of what actually transpired has been garbled for purposes which the public will not be slow to understand. In another column will be found a complete and reliable report of the whole affair.

THERE is a rather good story told about Sergeant Ballantine and the present Baron Huddleston, who, after a life of tuff-hunting, was raised into the seventh heaven by his marriage with Lady Di. Beauclerc, sister of the Duke of St. Albans. The two were at Homburg in the days when cards were not prohibited. Huddleston, as has been said, was notorious for his tuff-hunting proclivities. Wherever there was a tuff person he was sure to make his way to that neighborhood. A game was going on. A Duchess of some German principality was busily engaged in a game of roulette-noir. Exhausted by excitement, she sat down upon the nearest knee, which happened to belong to Sergeant Ballantine. The Sergeant waited until the end of the play, and then, regardless of consequences, shouted across the hall—"I say, Huddleston, what will you give me for my trousers? A real Duchess has been sitting on them."

THE late Mr. Alexander, the eminent architect, was under cross examination at Maidstone by Sergeant (afterward Baron) Garrow, who wished to detract from the weight of his testimony, and after asking him what was his name proceeded: "You are a builder, I believe?" "No sir; I am not a builder; I am an architect." They are much the same, I suppose? "I beg your pardon, sir; I cannot admit that; I consider them to be totally different." "O, indeed! perhaps you will state wherein this great difference exists?" "An architect, sir," replied Mr. Alexander, "conceives the design, prepares the plan, draws out the specifications—in short, supplies the mind; the builder is merely the bricklayer or carpenter. The builder, in fact, is the machine; the architect the power that puts the machine together and sets it going." "O, very well, Mr. Architect, that will do. And now, after your ingenious distinction without a difference, perhaps you can inform the Court who was the architect of the Tower of Babel?" The reply, for promptness and wit, is not to be rivaled in the whole history of rejoinder: "There was no architect, sir, and hence the confusion."

TOUCHING the various definitions which are being given of "obstruction," the *St. James's Gazette* says that newspapers were largely indebted for their privilege of reporting Parliamentary debates to an act of downright obstruction committed on their behalf by Edmund Burke. When in March, 1771, Lord Mayor Crosby was sent to the Tower for protecting the reporters of the *London Evening Mail*, who had been ordered into arrest, Burke took up the reporters' cause in the House. Reginald Palgrave, in his interesting little monograph on the House of Commons, of which he is the Clerk Assistant, tells us how this was done:—"Burke could not prevent the commitment of the printers, but he made the proceeding look absurd; he made them sick of the job. For twelve long hours—from five o'clock one afternoon till five o'clock next morning—by twenty-three divisions, by farcical motions, by jest, by every kind of absurd proposal, did Burke delay and make contemptible the attempt to silence the newspapers. The result of that victory of the 12th of March, 1771, is most conspicuous—the gallery, namely, which runs across the House above the Speaker's chair."

THE members of the Italian Opera Company gave an entertainment in the Theatre Royal City Hall, on Saturday night, for the benefit of Signora Silioli and Signora Bertolini. The audience was rather larger than has recently been the case at these performances. The first item on the programme was the final act of Marchetti's opera "Ruy Blas" which was admirably rendered by Signora Silioli and Petrovich. The latter half of the entertainment was composed of selections from the works of the great composers. Signora Bertolini distinguished herself by a very correct and tasteful rendering of the grand aria of Petrella's "Contessa d'Amalfi," and also with Signora Silioli and Petrovich in the comic terzetto from Cimarossa's "Matrimonio Segreto." Signora Silioli sang the bolero from "I Vesperi Siciliani," Braga's serenade "L'Allegre," and the romance from Flotow's "Martha." In her usually brilliant style, whilst Signor Clocchi's grand voice was heard at its best in the well known romance from "Dinorah." Signor Gori's contribution was a fantasia of his own composition, an attractive *marcetta* which he played most brilliantly, receiving a unanimous recall.

A new explosive has just been patented in England by Dr. C. W. Siemens. The compound is a mixture of saltpetre, chlorate of potash and a solid hydrocarbon, and is suitable both for mining purposes and firearms, while, if ignited in the open air, the combustion takes place slowly and imperfectly, and therefore without danger. The incorporation of ingredients is by preference effected as follows: The saltpetre, chlorate of potash and hydro-carbon (for which may be taken paraffin, asphaltum, pitch, caoutchouc, gutta-percha, etc.) are mixed together in pulverulent form by passing through sieves or otherwise, and the mixture is then treated with a liquid, volatile hydrocarbon, which acts as a solvent to the solid hydrocarbon. A plastic mass is thus produced, which is then formed into cakes or sheets by passing through rollers; or otherwise, and is rendered hard by evaporating the liquid solvent used in the same manner as ordinary gunpowder. The new compound, which has about the same density as ordinary gunpowder, and is very hard, possesses, with equal volumes, more than double the explosive force of the latter. The intensity or explosion can be regulated at will by varying the proportions of the ingredients and the size of the granules. These proportions should, generally speaking, be such that for each volume of the hydro-carbon, when converted into a gaseous state, there shall be present in the other ingredients three volumes of oxygen.

HONGKONG RACES, 1883.

OFF DAY, SATURDAY, 24TH FEBRUARY, 1883.

The weather was much colder on Saturday than on the three previous days, but this had no appreciable effect on the attendance of spectators, who mustered in strong force. There has never previously been such a large company in the Happy Valley, on an "Off Day." The Grand Stand was well filled, the matches inside were extensively patronised, almost the entire sporting community crowded the paddock, long lines of spectators were ranged along the rails and around the water-jump, and other obstacles on the steeplechase course, whilst the Chinese in the centre of the enclosure were almost as numerous as on the regular race-days. The great general interest in the resuscitated steeplechases was doubtless the main cause of this large turn out.

The first saddling bell was rung at 1.30, but it was considerably past two o'clock when four competitors of an entry of eight went out for the first event, a steeplechase for all ponies, distance twice round the course. Chatterbox, ridden by Mr. Nickels, opened a hot favorite, a rumour that he had been tried a good pony across country in Shanghai causing him to be backed at events against the field when the numbers went up. A good deal of money was forthcoming for Captain Lindsay's Dalhousie, owner up, and Ghillie Callum, with Mr. Gun in the saddle, had also a few admirers. Mr. Reynell had mounted on Cobnut, but this pony's erratic behaviour in the Derby and Garrison Cup stalled off the usual supporters of Mr. Kerfoot's popular colours. After the ponies got to the post, Chatterbox suddenly became a much worse favorite, six to four, and eventually two to one being freely offered against Mr. Paul's big griffin, whilst Dalhousie became in request at a slight shade of odds against the field. The lot were despatched to a wretched start, Cobnut immediately taking the lead from Ghillie Callum and Chatterbox, Dalhousie lying off. The leader swerved slightly at the first obstacle, but Mr. Reynell got him over safely, the other three clearing it in beautiful style. Nearing the water Cobnut showed signs of cutting it, but, hard ridden, he managed to get over, and then bolted off the course, taking no further prominent part in the race. Chatterbox, Dalhousie and Ghillie Callum raced together to the brook and landed on almost equal terms; but the two first named immediately shot ahead and charged the next two obstacles in close company. At the wall opposite the Black Rock, Chatterbox led Dalhousie about a length and a half, Mr. Gun lying off within easy hail. These positions were maintained until nearing the water the second time round when the leader drew out half a dozen lengths, and still further increased his advantage after landing. The other pair quickened after safely negotiating the water and the bank opposite the Parsee Stand, Captain Lindsay drawing on the leader very rapidly in making the bend out of the straight. At the Black Rock Chatterbox came to grief, rolling over and unshipping Mr. Nickels, who however, retained hold of the reins, and eventually remounted. Meanwhile Dalhousie had assumed a commanding lead, and although Ghillie Callum looked dangerous a quarter of a mile from home, a refusal at the hurdle leading on to the straight spoiled his chance, as, after getting over at the second attempt, he could never get near the first named, Captain Lindsay winning very easily by over twenty lengths, Chatterbox swerved a little at the hurdle, but got over all right, and finished several lengths behind the second. The winner's success was exceedingly popular, the gallant rider receiving quite a flattering ovation on returning to scale. Captain Lindsay rode very pluckily and in capital form, and well deserved to realise that

"One short hour of glory,
Is worth an age without a name."

The Ambassador Cup—presented by Mr. St. Vincent for all beaten griffins, to be run for over the Derby course, produced a scene of rather a series of scenes which were anything but creditable to those responsible for introducing petty spite and private malice into what should be an honourable pastime. As the questions at issue will most probably be made the subject of a thorough investigation by the Stewards of the Race Fund, in common fairness to all concerned we withhold for the present our comments on matters which affect alike the honour, honesty and good faith of the gentlemen implicated, and merely give a correct report of what actually took place. At the time for holding the numbers for the above named race only one pony, Scotch Reel, had weighed out, and it looked as if the affair were to end in a walk over. To prevent what would have been a gratuitous insult to the donor of the Cup, Mr. Fraser-Smith, the joint owner of Scotch Reel and sole owner of Cutty Sark, suggested to Mr. Sheppard, who was Steward in charge of the weighing room, that in order to make a race he should start the last named and let the pair run on their merits. "All right," observed Mr. Sheppard, "hurry up and get weighed." Cutty Sark was accordingly weighed out for, and the two stable companions were proceeding towards the course when Mr. Atwell Coxon, the gentleman who has been officiating as starter throughout the meeting, rushed into the weighing room and expressed his opinion in no measured terms that it was what he was pleased to call "d—d rot" to allow the ponies start, as a confederacy between the two stables had been declared. "It is all right," replied Mr. Sheppard, "the confederacy has been declared off, and they are going out to make a race." Mr. Coxon subsided after this rebuff, the ponies went to the post, started, and covered the course, Cutty Sark leading all the way at a slow pace, and winning rather cleverly by three parts of a length. Some comments were made on the style in which Mr. Brandt rode the loser, and a general opinion prevailed that he had come sooner with the roan he must have won. The ponies returned to scale, and the winner was duly weighed in, when Mr. Coxon again appeared on the scene. The starter, it seems, had some fault to find or some objections to make, and forthwith proceeded to rebuff himself in detestable tones in the weighing room to several of the Stewards, and to a large crowd who pressed close round the barriers. Mr. Fraser-Smith entered the room when Mr.

Coxon's wild eloquence was in full blast, and the following scene took place:—

Mr. Coxon—(continuing his remarks) It is no race at all, and somebody ought to be called upon for an explanation.

Mr. Fraser-Smith—Are you referring to me? Mr. Coxon—It is no race, and the cup ought to be withheld. There ought to be three competitors, or no race.

Mr. Fraser-Smith—Nothing of the kind. The Cup was given unconditionally and could have been walked over for. I merely sent the other pony out to make a race for the amusement of the public. If you can find that I or any person connected with me betted so much as a ten cent piece on the race you had better report it to the Stewards.

Mr. Coxon—I suggested nothing about betting. According to the rules there should be three competitors.

Mr. Fraser-Smith—Will you show me that rule? I think you are quite well aware that I walked over for the Huntsman Cup last year with Hualachan.

Mr. Coxon—That was because they permitted it.

Mr. Fraser-Smith—It was because the Cup was given without any stipulations, and as Mr. Guedes gave this Cup unconditionally there is nothing in the rules of the Race Fund to prevent its being walked over for. You can easily refer to the rules.

Mr. H. de Courcy Forbes referred to Rule II, which is to the effect that in the event of a walk over, the entrance fees only, and not the prize or stakes will be given to the winner.

Mr. Fraser-Smith—But you see in this case there are no entrance fees. The Cup was given without any stipulations, and I contend that both according to the rules of the Race Fund and to precedent, I was entitled to walk over if I so desired. Instead of doing so I sent out the two ponies to run on their merits.

Mr. Coxon—You know the rules of racing quite well; this is mere quibbling. In the opinion of myself and everybody here a more disgraceful piece of business I never witnessed.

Mr. Fraser-Smith—Speak for yourself, please. There is not a man in this room who supports your opinion. This is not the first time since the beginning of the meeting that you have made yourself offensive; but if you associate my name with anything that is disgraceful you tell a lie.

Mr. Coxon—I will make a note of that observation, and take steps to have it looked into.

Mr. Fraser-Smith—You can do what you think proper. I repeat that if you dare to hint even that I am associated with anything disgraceful you are guilty of telling a lie.

Mr. Coxon—I must ask you Mr. Fraser-Smith to walk out of this room.

Mr. Fraser-Smith—And I decline to go, as I have as much business here as you or anybody else. Do you see that notice—(pointing to the notice hung on the wall which states that the room is for the officials, owners, trainers and jockeys.)

Mr. Coxon—Have you any ponies for the next race?

Mr. Fraser-Smith—Yes; two.

Mr. Coxon—Well, you had better see and have them out.

Mr. Fraser-Smith—Please to mind your own business; I am quite capable of attending to mine.

Mr. Coxon—(seating himself on the end of the clerk's table) Now, you know, Mr. Fraser-Smith, if it had not been for the great physical difference between you would not have dared to give me the lie, as you did just now.

Mr. Fraser-Smith—Mr. Coxon, if you were not old enough to be my father, your imputations as to my having been concerned in what you called a disgraceful affair would have been resented in a somewhat different fashion. When you commence to talk about what you could do physically you make a great mistake.

Mr. Coxon—I am talking about it.

Mr. Fraser-Smith—You would not be the first that has made a mistake. However, if you have any complaint to make you had better make it to the Stewards, according to the rules of racing.

Mr. Coxon—You can't teach me anything about the rules of racing. I forgot more about racing law twenty-four years ago than you ever knew.

Mr. Fraser-Smith—That may be, only it was acquired in very different circles to those where I gained my experience. I know your *status* exactly.

Mr. Coxon—Well, I don't wish to hear any more about it. You had better go and put it all in your paper. (referring to the *Hongkong Telegraph* of which Mr. Fraser-Smith is editor and proprietor.)

Mr. Fraser-Smith—You had better leave the *Telegraph* out of this question, as it is a really nothing to do with it.

Mr. Coxon—It has had a good deal to do with it to say about racing here.

Mr. Fraser-Smith—That may be your view, but I don't think you have any supporters. But you may as well understand that I am not to be bullied or put down by you; you have tried it before, but not with much success.

After a few more words the belligerents parted and the racing proceeded.

A good field of seven came out for the Champion Mafoos race, which was won very cleverly by Allegro, ridden by a feather weight who has been nicknamed "Tom Cannon" from Second Violin and Sunlight. Allegro was left at the post when the flag fell, but the little fellow, with capital judgment, coming round his ponies on the outside at the three-quarter mile post, and assumed a lead which he maintained to the finish, stalling off a brilliant rush by Schumacher's Second Violin by a length and a half. Sunlight was only beaten a head for second place, while the Mafoos race for beaten ponies, nine competitors came to the post. Shamrock eventually winning a well-contested race from Gang-Pow by three quarters of a length. Helios finishing a very good third, Fanny-a-bellah with Mr. Nickels up, was placed a good second, and a field of four for the Oaks Cup, the third race.

throughout just managed to scramble home half a length in front of Buggins, with Danley only beaten a head for second place.

The steeplechase for maidens led to more unpleasantness. When the pony Scotch Reel was proceeding from his stable to the track, Mr. Coxon again made himself conspicuous by calling out in strident tones to the Clerk of the Course—"You see that, Tripp, take a note of it. I shall object to that pony winning, &c." At the starting post Mr. Coxon made some offensive remarks to Mr. Gun, the rider of Scotch Reel, to the effect that his starting was protested against and that if he won he would not receive the prize. Mr. Gun referred Mr. Coxon to the owner of the pony, being in utter ignorance of what the official, whose duty is supposed to be confined to starting the ponies, was alluding to. The race was run, and Chatterbox won very cleverly, with Scotch Reel second and Blunder Blas third.

After the last race Mr. Fraser-Smith went to the weighing room to take possession of the Ambassador Cup, when he was informed by the clerk that Mr. Tripp had given instructions that it was not to be given up. The Clerk of the Course was immediately interviewed on the subject, and it was elicited that Mr. Coxon had lodged a written protest. A copy of this protest was demanded as a matter of right by Mr. Fraser-Smith, and refused by Mr. Tripp on the ground that he had no instructions from the Stewards. The C. C. was then asked on what grounds Mr. Coxon's protest was based, but refusing to give any information Mr. Fraser-Smith expressed his intention of taking possession of the Cup, which he accordingly did. Meanwhile another scene had been going on between Mr. Coxon and Mr. Brandt. The former gentleman on being asked to explain what he meant by telling the rider of Scotch Reel that he was starting under protest and would not get the prize if he came in first, used several most objectionable expressions, and pushed or struck Mr. Brandt on the chest. An animated controversy ensued, and it looked as if violence might be resorted to, when Mr. Fraser-Smith took Mr. Brandt away.

The final tableaux occurred when Mr. Fraser-Smith was removing the Ambassador Cup. Meeting Mr. Tripp in the paddock he informed that official that he had taken possession of the Cup, and would hold himself responsible for it to the Stewards. Mr. Tripp remarked that he had asked him (Mr. Fraser-Smith) not to take the Cup, to which the latter replied that as the Clerk of the Course had refused to give him any information respecting the so-called protest, he had exercised his right as a matter of principle. Mr. Coxon's inopportune arrival led to further acrimonious discussion, in the course of which Mr. Fraser-Smith in response to an observation from the C. C. as to ungentlemanly conduct said he was one of the few gentlemen on the course at the time. Mr. Tripp sarcastically thanked Mr. Fraser-Smith for the piece of information, which he hastened to convey to Mr. Coxon who was standing by. As the worthy Clerk of the Course seemed to take the allusion about the gentlemen as a personal matter, he was assured that nothing personal was meant, to which he responded with the somewhat vague remark that the observation had a very limited scope. The parties then went their respective ways.

The following is a full report of the afternoon's racing:

STEEPLE CHASE.—Entrance 8s; with 100 added, for all Ponies. Weight for inches with 7 lbs. extra. Twice round.

Captain Lindsay's gr. Dalhousie, 11st. 10lb. Owner: Mr. F. S. Gordon's gr. Ghillie Callum, 11st. 0lb.

Mr. Gun's Mr. Paul's gr. Chatterbox, 11st. 8lb. Mr. Nickels 3 Mr. Kerfoot's gr. Cobnut, 11st. 8lb. Mr. Reynell 0

Chatterbox was made a hot favorite at first, but the betting veered round in favor of Dalhousie before the start. The four competitors were sent on their journey in straggling order, but Cobnut was immediately rated to the front and led over the first obstacle a couple of lengths in front of Chatterbox and Ghillie Callum, these two rising in the air together, Dalhousie being several lengths in the rear. The pace was increased as they raced at the water-jump in front of the Stand. Mr. Kerfoot's pony still showing the way, and all got safely over although the leader tried his hardest to refuse, and bolted off the course on nearing the next obstacle, and was thus early out of the race. Chatterbox and Ghillie Callum then carried on the running with Dalhousie close at their heels, the two landing in splendid form. At the top of the straight Chatterbox held a slight advantage of the other pair, and came down to the brook the second time half a dozen lengths in front. Ghillie Callum lost his place through "chancing" the obstacle opposite the Parsee Stand, almost coming to grief, leaving Dalhousie in hot pursuit of Chatterbox. All got over the wall and ground form, but the pace and the heavy going had commenced to tell, and hands and heels were at work as the last fence was approached. Chatterbox rose at the jump all right, but striking the top of the bank came to grief, Mr. Nickels losing his seat, but managing to hold on by the bridle. The race between Dalhousie and Ghillie Callum now became interesting, the latter gradually reducing the former's lead, and the three lengths separated them when they wheeled round to jump the hurdle into the straight run. Dalhousie swerved at the obstacle but scrambled over, whereas Mr. Giffon's pony refused, and before he could be got going again Captain Lindsay was sailing down the straight with the race in hand. Ghillie Callum finished second, and Chatterbox, who had been quietly remembered, was third.

AMBASSADOR CUP.—Value 1000s; for beaten griffins a weight for inches. One Mile and a Half.

Mr. B. Fraser-Smith's blk. Cutty Sark, 11st. 10lb. Mr. F. S. Gordon's bay Scotch Reel, 11st. 10lb.

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Commercial.

THIS DAY.

Stock Exchange business has been resumed in earnest this morning, and a large number of transactions have been put through. Banks display increased firmness; transfers have been effected for cash at 204 per cent. premium *cum* new issue, and a fair number of sales have also been reported at 207 and 208 for March 31st. Business in Hongkong Shares at 1250 has been reported—an increase of 50 on previous quotation—but there are still shares on offer at the rate. China Shares hold a better position, remaining very firm with buyers at 335. China Sugar Refining stock has been made the medium of fairly important business at 209 for cash, and also on time at 210 for the end of next month. Luzons are offered at 102 for cash without finding purchasers; but at the same rate for the end of March a few shares could be placed. The scrip of the Hongkong Ice Company is on the market at 170.

No further transactions of importance have come under our observation.

Hongkong and Shanghai Bank—Ex New Issue—166 per cent. premium, buyers.
Hongkong and Shanghai Bank—New Issue—154 per cent. premium—nominal.
Union Insurance Society of Canton—\$1,850 per share, buyers.
China Traders' Insurance Company—\$1,650 per share, buyers.
North China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—\$135 per share.
Yangtze Insurance Association—Tls. 870 per share ex div., buyers.
Chinese Insurance Company—\$215 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,250 per share, sales and sellers.
China Fire Insurance Company—\$335 per share, buyers.
Hongkong and Whampoa Dock Company—51 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$30 per share.
China and Manila Steam Ship Company—115 per share, buyers.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$130 per share, buyers.
Indo-China Steam Navigation Company, Limited—10 per cent. div., buyers.
China Sugar Refining Company, Limited—\$209 per share, sales.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$102 per share, sellers.
Hongkong Ice Company—\$170 per share, ex div. sellers.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—14 per cent. prem. ex int.
Chinese Imperial Loan of 1881—24 per cent. prem.

On London—Bank, T. T. 3/7
Bank Bills, on demand 3/7
Bank Bills, at 30 days sight 3/7
Bank Bills, at 4 months sight 3/8
Credits, at 4 months sight 3/8
Documentary Bills, at 4 months sight 3/8 @ 3/81

On Paris—Bank Bills, on demand 452
Credits, at 4 months sight 452
On Bombay—Bank, T. T. 452
On Calcutta—Bank, T. T. 223
On Shanghai—Bank, T. T. 721
Private, 30 days sight 731

On London—Bank, T. T. 3/7
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On London—Bank, T. T. 3/7
Bank Bills, on demand 3/7
Bank Bills, at 30 days sight 3/7
Bank Bills, at 4 months sight 3/8
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Credits, at 4 months sight 3/8
Documentary Bills, at 4 months sight 3/8 @ 3/81

Shipping.

ARRIVALS.

SIR WM. WALLACE, British bark, 968, T. R. Brown, 24th Feb., Newcastle, N.S.W., 30th Dec., Coal—Captain.
KUMAMOTO MARU, Japanese steamer, 1,913, J. Drummond, 24th Feb., Kobe 17th Feb., and Nagasaki 20th February, General—Missi Bishi M. S. S. Co.
WHAMPOA, British steamer, 1,109, J. E. Williams, 25th Feb., Saigon 20th Feb., Rice—Butterfield & Swire.
KWANGTUNG, British steamer, 674, M. Young, 25th Feb., Foochow 22nd February, Amoy 23rd, and Swatow 24th, General—D. LaPraik & Co.
ILITIS, German gunboat, Captain Klaus, 25th February, Amoy 24th February.
ELECTRA, German steamer, 1,161, E. Kuller, 25th Feb., Hamburg, 2nd January, and Singapore 17th February, General—Siemens & Co.
CHEANG HOCK KIAN, British steamer, F. M. Webb, 25th Feb., Amoy 21st February, and Swatow 23rd, General—Bun Hin & Co.
CHEN-TO, Chinese gunboat, 25th Feb., from Canton.
DUKE OF EDINBURGH, Russian ironclad, Captain Giers, 25th February, Manila 14th February.
FU-YEW, Chinese steamer, 920, Barfoot, 26th Feb., Shanghai 23rd February, General—C. M. S. N. Co.
HWA-YUEN, Chinese steamer, 984, Wilson, 26th Feb., Canton 25th Feb., General—C. M. S. N. Co.
FENG-CHAO-HAI, Chinese gunboat, 26th Feb., from Canton.
VIGILANT, British gunboat, 26th February, from a cruise.
CAMORTA, Dutch steamer, 1,290, J. de Haan, 26th Feb., Amoy 25th February, General—Jardine, Matheson & Co.
WENSKERY JEN, American ship, 1,668, H. Talpay, 26th Feb., Cardiff 27th October, Coal—Russell & Co.
ADOLPH, German bark, 868, R. Mohr, 26th Feb., Hamburg 18th October, General—Carlowitz & Co.
CLEARANCES AT THE HARBOUR OFFICE.
HWA-YUEN, Chinese steamer, for Shanghai.
KWANGTUNG, British steamer, for Swatow.
Poo-chi, Chinese steamer, for Hoihow.
Cheang Hock Kian, British str., for Singapore.

DEPARTURES.

February 24, Deutschland, German ship, for Bassein (Burmah).
February 24, Marie, German bark, for Chefoo.
February 24, Barbarossa, German ship, for Rangoon.
February 25, Dorothea, German ship, for Rangoon.
February 25, Erina Leopold, British steamer, for Diamond Island (Sulu).
February 25, China, German str., for Swatow.
February 25, Thales, British str., for Swatow.
February 25, Minard Castle, British steamer, for Saigon.
February 25, Changchow, British steamer, for Shanghai.
February 25, Pasang, British str., for Canton.
February 25, Kwangyang, British steamer, for Swatow.
February 26, Namoa, British steamer, for Swatow.
February 26, Cheang Hock Kian, British str., for Straits Settlements.
February 26, Deucalion, British steamer, for Amoy and Shanghai.
February 26, Hwa-yuen, Chinese steamer, for Shanghai.
February 26, Chen-to, Chinese gunboat, for Pak-hoi.
February 26, Emeraldal, British str., for Amoy and Manila.

PASSENGERS-ARRIVED.

Per Kwangtung, str., from Foochow, &c.—Mr. Fock, 1 European on deck, and 30 Chinese.
Per Kumamoto Maru, str., from Kobe, &c.—Messrs. A. Walter, Martin, to Japanese, and 3 Chinese.
Per Fu-yew, str., from Shanghai—Mr. Bailly, and 20 Chinese.
Per Extra, str., from Hongkong, &c.—Mr. John Meyer, and 150 Chinese.
Per Camorta, str., from Amoy—34 Chinese.
Per Boushi, str., for Sydney—Mrs. Bernard and 2 children. For Australian Ports—121 Chinese.
Per China, str., for Swatow—150 Chinese.
Per Thales, str., for Swatow—200 Chinese.
Per Minard Castle, str., for Saigon—12 Chinese.

REPORTS.

The Chinese steamship *Fu-yew* reports left Shanghai at 2.30 a.m. on the 23rd instant, and arrived in Hongkong at 6.30 a.m. on the 26th. Had cloudy weather with rain and fresh monsoon throughout.

The British steamship *Whampoa* reports left Saigon on the 20th instant. Experienced moderate N.E. winds to lat. 20° N., from thence to Hongkong had strong winds from the N.E. and high sea. Arrived in Hongkong at midnight on the 24th.

The British steamship *Kwangtung* reports left Foochow on the 22nd instant, Amoy on the 23rd, and Swatow on the 24th. From Foochow to Amoy had moderate N.E. breeze and cloudy weather. From Amoy to Swatow had fresh N.E. breeze and cloudy weather. From Swatow to Hongkong had fresh to moderate N.E. breeze and cloudy weather. In Amoy the steamship *Camorta*, *Marborough*, and the German corvette *Storch* left for Swatow the steamships *Yeh-shin*, *Tientsin*, *Consolation*, Chinese revenue cruiser *Ling-feng*, and H.M.S. *Kestrel*.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Lady Douglas, Foochow, Jan. 1.
Pandora (s.), Hongkong, Jan. 2.
Glenartney (s.), Shanghai, Jan. 4.
Massilia (s.), China, Jan. 4.
Patrios (s.), Shanghai, Jan. 4.
Barcelona (s.), Manila, Jan. 4.
Carnarvonshire (s.), Yokohama, Jan. 12.
Marianne, Cardiff, July 12.
Nieuwe Waterweg, Hamburg, Sept. 12.
Fluclind, Sunderland, Sept. 12.
Phoenix, Hamburg, Sept. 12.
Heimrich, Cardiff, Sept. 17.
Emma T. Crowell, New York, Oct. 12.
Lucia, London, Oct. 13.
Adolph, Hamburg, Oct. 13.
Wandering Jew, Cardiff, Oct. 20.
Augusta, Newport, Oct. 21.
Annie J. Marshall, New York, Nov. 3.
Inca, Liverpool, Nov. 21.
Dato, Liverpool, Nov. 30.
A. and W. C., Liverpool, Nov. 30.
Sacramento, New York, Dec. 18.
Marie-Magdalena, Hamburg, Dec. 18.
Importers, Cardiff, Dec. 18.
Deputy (s.), Antwerp, Dec. 18.
Vernice (s.), London, Jan. 1.
Clive (s.), London, Jan. 1.
Pembrokehire (s.), London, Jan. 1.
Jason (s.), London, Jan. 1.
Great Admiral, Penarth, Jan. 1.

VESSELS EXPECTED AT HONGKONG.

(Continued to Date)
Marianne, Cardiff, July 12.
Nieuwe Waterweg, Hamburg, Sept. 12.
Fluclind, Sunderland, Sept. 12.
Phoenix, Hamburg, Sept. 12.
Heimrich, Cardiff, Sept. 17.
Emma T. Crowell, New York, Oct. 12.
Lucia, London, Oct. 13.
Adolph, Hamburg, Oct. 13.
Wandering Jew, Cardiff, Oct. 20.
Augusta, Newport, Oct. 21.
Annie J. Marshall, New York, Nov. 3.
Inca, Liverpool, Nov. 21.
Dato, Liverpool, Nov. 30.
A. and W. C., Liverpool, Nov. 30.
Sacramento, New York, Dec. 18.
Marie-Magdalena, Hamburg, Dec. 18.
Importers, Cardiff, Dec. 18.
Deputy (s.), Antwerp, Dec. 18.
Vernice (s.), London, Jan. 1.
Clive (s.), London, Jan. 1.
Pembrokehire (s.), London, Jan. 1.
Jason (s.), London, Jan. 1.
Great Admiral, Penarth, Jan. 1.

SHIPPING IN HONGKONG.

STEAMERS.

AEOLIAN, British steamer, 749, Thomas, 22nd Feb., Saigon 17th February, General—Tung Kee & Co.
ALWINE, German steamer, 400, Thiesen, 18th Feb., Saigon 10th February, General—Wieler & Co.
ANADYR, French steamer, 2,770, G. de la Marcellie, 24th Feb., Shanghai 22nd Feb., General—Messageries Maritimes.
ARABIC, British steamer, 2,787, W. G. Pearce, 14th Feb., San Francisco 18th January, and Yokohama 8th February, General—F. E. Foster.
BAKSWATER, British steamer, 1,039, R. Walker, 23rd Feb., Saigon 17th February, Rice—Siemssen & Co.
BRUTUS, German steamer, 460, T. A. Voeg, 20th Feb., Saigon 15th February, Rice—Wieler & Co.
CONISTON, British steamer, 1,941, F. A. Evans, 16th February, Calcutta 30th January, General—Jardine, Matheson & Co.
CRUSADER, British steamer, 647, T. Rowlin, 13th November, Saigon 7th November, Rice—Chong Wo Cheang.
DALE, British steamer, 644, E. Allason, 2nd Jan., Bangkok 15th December, Rice and General—Yuen Fat Hong.
FAME, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.
GLENGLIDE, British steamer, 894, J. S. Speechly, 14th Jan., Saigon 6th January, Rice—Tung Kee & Co.
HAILONG, British steamer, 277, F. Ashton, 23rd Feb., Tamsui 21st February, and Amoy 22nd, General—D. LaPraik & Co.
HESPERIA, German steamer, 1,136, G. Petersen, 17th Feb., Kutchinotzu 12th Feb., Coal—Wing Kee & Co.
HUNGARIAN, British steamer, 115th Feb., Melbourne 10th January, Sydney 19th, and Thursday 10th Jan., Coal—Geo. R. Stevens & Co.
LIDO, British steamer, 620, T. Lewis, 8th Feb., Bangkok 29th February, Rice—Hop Hing.
LUZON, Spanish steamer, 321, Willamit, 27th Jan., Sual 25th January, Ballast—Remedios & Co.—Kowloon Dock.
MADRAS, British steamer, 1,079, Bradley, 23rd Feb., Saigon 19th February, Rice—Thos. Howard & Co.
MARCHESA, British yacht, C. T. Kettlewell, 12th Feb., Foochow 10th February.
MENZALIS, French steamer, 1,273, J. Homery, 23rd Feb., Yokohama 17th Feb., General—Messageries Maritimes.
MINDANAO, Spanish steamer, 623, Fryer, 5th Feb., Manila and February, General—Dunn, Melbye & Co.
NAM-VIAN, French steamer, 435, A. Garceau, 21st Feb., Hoihow 20th Feb., General—Shing Loong.
PING-ON, British steamer, 574, McCaslin, 12th Jan., Pakhoi, and Hoihow 11th January, General—Russell & Co.—Cosmopolitan Dock.
RAJANATHANILAR, British steamer, 723, W. V. Hume, 23rd Feb., Bangkok 15th Feb., Rice and General—Chinese.
ROSSLYN, British str., 1,040, John McKechie, 17th February, Cardiff 31st December, and Singapore, Coal—Jardine, Matheson & Co.
SCOTIA, British steamer, 2,914, Wilson R. Cato, 17th Feb., London 31st December, Telegraph Cable—E. E. Telegraph Co.
SUMATRA, British steamer, 1,406, T. Fairclough, 10th Feb., Yokohama 10th Feb., General—P. & O. S. N. Co.
VORWAERD, Austro-Hungarian steamer, 1,547, Eggar, 19th Feb., Trieste 1st January, and Singapore 13th February, General—Melchers & Co.
YANOTZE, British steamer, 780, David Casson, 24th Feb., Saigon 20th February, Rice—Ah Yon.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd Dec., Portland, Oregon 12th Nov., Spars—Melchers & Co.
ALVA, Portuguese bark 632, E. de Souza, 12th Jan., Rajang 9th Dec., Timber—Brandao & Co.
ANTOINETTE, British bark, 1,014, E. T. Bunje, 6th January, Manila 27th December, Ballast—Order—Kowloon Dock.
ANTON GUNBOAT, German bark, 441, F. Stein-Kolga, 8th Feb., Singapore 13th Dec., Timber—Melchers & Co.
BILLY SIMPSON, British bark, 432, Brown, 9th Dec., Cebu 26th Nov., General—Master.
B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb., Cardiff 9th Sept., Coal—P. & O. S. N. Co.
CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast—Carlowitz & Co.
CHAS. G. RICE, American bark, 715, A. W. Smith, 12th Jan., Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
COLOMA, American bark, 813, Noyes, 5th Jan., Portland, Oregon 8th November, Lumber—Melchers & Co.
CONQUEST, American bark, 516, Carins, 20th Nov., Newcastle 22nd Sept., Coal—Russell & Co.
CYPRUS, British ship, 1,392, Johnson, 11th Jan., Middlebro 4th August, Iron—Russell & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb., Rio de Janeiro 9th Oct., Petroleum—Russell & Co.
DANIEL, German bark, 417, P. Vogt, 13th Jan., Hamburg 27th July, General—Melchers & Co.
DORA, German ship, 1,259, H. Meyer, 22nd November, Cardiff 1st July, Coal—Arnold, Karberg & Co.
EARL KONTO, German bark, 456, A. Noyes, 27th Nov., Newcastle 10th Nov., Beans—Siemssen & Co.
FERDINAND, German bark, 416, Westergaard, 18th Feb., Quinhon 2nd February, Salt—Wieler & Co.
GERARD HEZE, German bark, 576, E. Lodewig, 8th Feb., Newcastle, N.S.W., Coal—Ed. Schellhass & Co.
GLENROY, British 3-m. schooner, 283, D. Thomson, 24th Feb., Manila 9th Dec., General—Wieler & Co.
GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb., Newcastle, N.S.W., 8th Dec., Coals—Arnold, Karberg & Co.
HANS, German bark, 313, A. Thomson, 12th Jan., Chief 1st January, General—Wieler & Co.
HERBERT BLACK, American bark, 575, Treat, 13th Dec., Nagasaki 5th Dec., Coal—Russell & Co.—Kowloon Dock.
HERMANN, German bark, 453, W. Penn, 10th Dec., Chief 28th Nov., General—Wieler & Co.
HIERONIMO, German bark, Inland, 2nd Feb., Touron 19th Jan., Coals—Wieler & Co.
JAMES C. PENDLETON, American bark, 938, B. J. Colcord, 12th Jan., Nagasaki 3rd Jan., Coal—Russell & Co.
JOHN SMITH, Amer. bark, 564, O. Kuster, 22nd Jan., Shanghai 18th January, Ballast—Russell & Co.
JOHN WEBSTER, American bark, F. A. Hough, 11th Feb., Newcastle, N.S.W., 19th Dec., Coal—Ed. Schellhass & Co.
LIVINGSTONE, German bark, 511, H. Steffens, 14th Jan., Honolulu, 12th December, Ballast—Siemssen & Co.

HONGKONG-SAILING VESSELS.

(Continued.)

LOUISA, German 3-m. sch., 245, Schlerloch, 2nd Jan., Whampoa 31st Dec., General—Ed. Schellhass & Co.
MARIE, Ger. ship, 1,300, L. Warnken, 21st Feb., Cardiff 15th September, Coal—Melchers & Co.
MARY WHITRIDGE, American ship, 662, Geo. Freeman, 2nd Feb., New York 14th Sept. Kerosene Oil—Kutz Bros.
MINERVA, German brig, 216, P. Dahme, 20th Feb., Hoihow 9th February, Sapanwood—Melchers & Co.
PRESIDENT SIMSON, British bark, 1,235, G. Scarlett, 31st Jan., Manila 23rd January, Ballast—Jardine, Matheson & Co.
RAMIER, French brig, 280, S. Savary, 22nd Feb., Keelung 18th Feb., Coal—Carlowitz & Co.
ST. INEUC, French bark, 388, J. Durand, 18th February, Quinhon 1st Feb., Ballast—Carlowitz & Co.
SOPHOCLES, British ship, 1,190, Alex. Smith, 4th Feb., Sydney 5th Dec., Coal—Adamson, Bell & Co.
PROFESSOR NORDENSKJOLD, Norwegian 3-m. sch., 453, E. Jensen, 5th Feb., Newcastle, N.S.W., 21st December, Coal—Russell & Co.
TRI SINA, Austrian bark, 839, G. Cernkovich, 4th Feb., Newcastle, N.S.W., 19th Dec., 1,117 tons Coal—Siemssen & Co.
WALLS CASTLE, British bark, 625, H. A. Brown, 12th Feb., 200 3rd Feb., Timber—Leone, Crawford & Co.
WESTER, German bark, 916, H. Hellmers, 11th Jan., Cardiff 9th September, Coal—Order.

CANTON.

ANTON, German steamer, 395, T. W. Schrader, 15th Feb., Saigon 5th February, Rice—Wieler & Co.
EL DORADO, British steamer, 889, W. O. M. Young, 15th Feb., Bangkok 8th February, Rice—Jardine, Matheson & Co.
PEKING, British steamer, 954, G. H. Drewes, 23rd Feb., Shanghai 20th Feb., General—Siemssen & Co.
POSANG, British steamer, 969, Irvine, 24th Feb., Shanghai 21st February, General—Jardine, Matheson & Co.

WHAMPOA.

FANO, Danish brig, 227, M. N. Mortensen, 3rd Feb., Cebu 18th January, General—Ed. Schellhass & Co.
INGEBURG, German bark, 786, H. Ipland, 27th Jan., Manila 19th Jan., Ballast—Wieler & Co.

AMOI.

In Port on 21st February, 1883.
Amoy, German schooner, 313 (Thetzen)—H. A. Petersen & Co.
Batavia, British bark, 360 (Roper)—Pasdag & Co.
Bride, British bark, 304 (Sutherland)—Russell & Co.
Orient, German bark, 461 (Roder)—H. A. Petersen & Co.
Presto, British bark, 384 (Laidman)—Boyd & Co.
Prince Arthur, British bark, 296 (J. Smith)—Russell & Co.

SHANGHAI.

In Port on 21st February, 1883.
Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
Blackadder, British brig, 965 (Swensen)—Russell & Co.
Channel Queen, British bark, (Lacheur)—Chapman, King & Co.
Charley, British bark, 359 (Schroder)—Nils Moller.
Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Elliot, British brig, 290 (Neill)—Jardine, Matheson & Co.
Emma, German schooner, 219 (Michelsen)—Ed. Schellhass & Co.
Ernst, German bark, 664 (Pundt)—Captain.
Escort, American bark, 636 (Waterhouse)—Russell & Co.
Florence Treat, British bark, 790 (Dobson)—Jardine, Matheson & Co.
Guiding Star, British bark, 311 (Schnitzer)—Mackenzie & Co.
Kolga, British bark, 359 (Kette)—Nils Moller.
Kolga, German bark, 540 (Lome Bang)—Russell & Co.
Marie Berg, German bark, 536 (Hindricks)—Captain.
Minna, French bark, 456 (Davey)—Nils Moller.
Perle, British bark, 400 (Krusse)—Nils Moller.
Queen of India, British bark, 389 (Inokuy)—M. B. M. S. S. Co.
Satsuma, British bark, 364 (Lore)—Morris & Co.
Sea Swallow, British bark, 394 (Way)—Gillipich & Burchard.
Sierra Nevada, American ship—Winnier & Co.
Spartan Chief, American ship, 1,283 (Higgins)—C. & J. Trading Co.
Stout, Norwegian bark, 581 (Hennester)—Chapman, King & Co.
Tyburnia, British bark, 948 (Chalmers)—W. Hewitt & Co.
Velocity, British bark, 490 (Martin)—Morris & Co.
Willie, British schooner, 274 (Olin)—Nils Moller.

YOKOHAMA.

In Port on 26th January, 1883.
A. Cashman, Russian schooner, 50 (Sternberg)—F. Ketz.
Alexander, American schooner, 50 (Carlson)—H. Cook.
Alma, American schooner, 52 (Tibbey)—J. D. Black Diamond, German bark, 670 (Boyd)—F. Bohm.
Diana, American schooner, 75 (Peterson)—Captain.
Else, German brig, 287 (Holm)—P. Bohm.
E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
Gitanilla, British bark, 472 (Kirkpatrick)—H. Macarthur.
Helena, American schooner, 40 (Bischof)—M. Macarthur.
Hayward, German ship, 787 (Wepper)—Reimers & Co.
Khorasan, German bark, 1,090 (J. A. Viser)—A. Reimers & Co.
Lady Bowen, British bark, 892 (Rodd)—Mollison, Fraser & Co.
M. C. Bohm, German schooner, 56—P. Bohm.
Northern Light, American ship, 1,859 (Stocum)—C. & J. Trading Co.
Oswald, German bark, 445 (Boysen)—P. Bohm.
Otter, American schooner, 56—E. (Pearce)—Captain.
Otome, American schooner, 52 W. (Hardy)—Snow & Co.
Otter, American schooner, 56 (Littlejohn)—J. E. Collyer & Co.
Roderick Hay, German bark, 290 (Nicholson)—Jardine, Matheson & Co.
Rose, American schooner, 40 (Wilson)—W. C. Boyd & Co.
Sophia, Russian ship, 330 (P. Lemarchand)—F. Ketz.
St. Ives, French bark, 543 (Froud)—Walsh, Hall & Co.
Stella, Russian schooner, 40 (Lefkiss)—F. Ketz.
Zephyr, British schooner, 250 (Ewart)—P. Hodsnett.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Erington, Hongkong.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Hongkong.
Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Shanghai.
Curacao, corvette, 14 guns, Captain S. Long, Yokohama.
Daring, composite sloop, 4 guns, Commander F. J. Elliott, Kobe.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Manila.
Esk, double-screw gunboat, 3 guns, in reserve, Hongkong.
Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Hongkong.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Sandakan.
Himalaya, British troop-ship, Captain Henry St. L. B. Pallen, Hongkong.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Amoy.
Lily, screw gun-vessel, 3 guns, Commander Evans, Singapore.
Maggie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Kobe.
Midge, double-screw gun-vessel, in reserve, Hongkong.
Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corie, Yokohama.
Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.
Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridger, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
V. Emanuel, receiving ship, 20 guns, Commodore Cumming, Hongkong.
Vigilant, paddle despatch-vessel

The Hongkong Telegraph.

No. 338.

MONDAY, FEBRUARY 26, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

RACE SADDLES.

JOCKEY WHIPS.

PONY HARNESS.

RACING SCARVES.

HATS, IN NEWEST SHADES.

KID GLOVES.

FRENCH SHOES AND BOOTS.

LATEST HOSIERY AND SHIRTS.

LANE, CRAWFORD & Co.

Hongkong, 15th February, 1883. [296]

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS, 8th May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. FINCKHOSS, Esq., W. MEYER, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

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Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBURG & CO.

Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

AGENTS.

ARNHOLD, KARBURG & CO.

Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN

Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33.
RESERVE FUND.....\$70,852.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,
LO YOK MOON, Esq., CHU CHUK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c. taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601]

Intimations.

WANTED.

A SITUATION as CLERK, BOOK-KEEPER, or GENERAL ASSISTANT, by a young man who has had ten years experience in China and Japan. Speaks French, English, German, Italian and Japanese. Moderate salary required. First-class references.
Apply to
H. C. A.
Care of Hongkong Telegraph Office.
Hongkong, 13th February, 1883. [139]

LOST.

A RACECOURSE on SATURDAY, 27th, at 10 A.M. RACE CLASS. The Finder will be Rewarded on RETURNING the same to
W. M.
Care of Hongkong Telegraph Office.
Hongkong, 15th February, 1883. [121]

Auctions.

HORSE AUCTION.

LANE, CRAWFORD & Co., will hold an Auction, of

HORSES AND CARRIAGES,

ON

WEDNESDAY,

the 28th instant, at FOUR O'CLOCK P.M., at the Fountain opposite the City Hall (by Permission of the CAPTAIN SUPERINTENDENT of POLICE.) Particulars of Lots to be included, should be sent to the Auctioneers as soon as possible.
Hongkong, 24th February, 1883. [156]

Notices of Firms.

NOTICE.

I HAVE This Day PURCHASED the GOODWILL and STOCK-IN-TRADE of W. P. MOORE'S HAIR DRESSING SALOON, Hongkong Hotel. I trust to meet the same Patronage as Liberally Bestowed upon my Predecessor.
J. P. MARMANDE.
Hongkong, 25th January, 1883. [92]

For Sale.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS

AND

GENERAL COMMISSION AGENTS,

PRAYA CENTRAL.

HAVE RECEIVED EX-LATEST ARRIVALS

AMERICAN CAST STEEL SHOVELS.

PICKS.

AXES.

HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.

PATENT BIT-BRACES.

AUGER-BITS.

DRILLS.

GIMBLETS.

SQUARES.

PATENT BRASS-PADLOCKS & CHEST LOCKS.

Mrs. POIT'S PATENT SADIRONS.

COOKING STOVES.

FAIRBANKS SCALES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED.

ANVILS.

VICES.

HITCHCOCK'S PATENT LAMPS.

GLASS CUTTERS.

SCROLL SAWS.

FAMILY GRINDSTONES.

BLACKSMITHS' BELLOWES.

&c., &c., &c.

BEST WHITWORTH'S STOCK AND DIES.

SCREW WRENCHES.

PLANE IRONS.

CHISELS.

HAMMERS.

PINCERS.

NIPPERS.

DIVIDERS.

RULES.

METAL SCISSORS.

METAL SAWS.

TUBE EXPANDERS.

OIL FEEDERS.

OIL CANS.

SALTER'S SPRING BALANCE SCALES.

WESTON'S PATENT TACKLES.

PATENT SOCKETS.

DISTRESS SIGNALS.

HOLMES' PATENT SIGNAL LIGHTS.

FOGHORNS.

SIGNAL LAMPS.

LIFE BUOYS.

LIFE BELTS.

BOTTLE WASHING AND CORKING MACHINES.

&c., &c., &c.

SPARKLING SCHARZHOFFBERGER.

FLENSBURG STOCKBEER.

MARIENTHALER BEER.

VEUVE CLICQUOT PONSARDIN.

CHAMPAGNE.

Hongkong, 7th October, 1882. [10]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

Quarts.....\$22 per Case.

Pints.....\$23 per Case.

Apply to
MELCHERS & Co.

Hongkong, 2nd March, 1883. [18]

TO SPORTSMEN.

FOR SALE AT LESS THAN COST.

OWING TO OWNER LEAVING THE COLONY.

1 SUE-INED RACING SADDLE.

RACING WHIPS with Silver Mounts.

The above, which are ALL NEW, may be seen at the "HONGKONG TELEGRAPH" OFFICE and will be Sold at BARGAIN.

Hongkong, 2nd November, 1882. [12]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORRIE & SONS.

MERCHANT NAVY.

NAVY BOILED.

LOW FLAX.

CANVAS.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [148]

Intimations.

W. BREWER.

WILL LAND EX "OCEANIC."

HERBERT Spencer's Works Complete.
Stanley's Jewish Church.
Grey's Enigmas of Life.
Grey's Creed of Christendom.
Lecky's History of Morals.
Warren's Household Physician.
Bryant and Stratton's Book-keeping.
Lubbock's History of Civilization.
Darwin's Manual of Mineralogy.
National History by the Author of Ecce Homo.
KINNEY BRS CIGARETTES, SWEET CAPORAL AND OTHER BRANDS.
THE AUTOPHONE! the instrument that all can play and all the newest music of the day.
THE BEATTY "BEETHOVEN" ORGANS with 20 Stops; Manifest Instruments; Very Cheap.
The finest collection of PHOTOGRAPHS ever shown in the East, real works of Art which should be early inspected. An entirely new collection of elegantly designed PHOTOGRAPH FRAMES for promenade and ordinary sized Photos.
The Statuary Panels and other Fine Art Goods. The New Cigar Lighter! Mackinnon Pens! Zola's Novels! Reynolds' Novels! Spoken by the Author! Popular Medical Books!
W. BREWER,
QUEEN'S ROAD.
Hongkong, 26th February, 1883. [703]

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

THE FOLLOWING MUSIC EX STEAMSHIP

"GLENEAGLES."

Les Sirenes—Valse, by E. Waldteufel.

My Queen—Valse, by E. Waldteufel.

Messenger of Love—Valse, by C. Coote Jnr.

Dolores Valse—by E. Waldteufel.

Officers—Valse—by C. Coote Jnr.

ALSO THE FOLLOWING ROYAL EDITIONS OF OPERAS, WITH VOCAL AND

PIANO-FORTE SCORES, IN ENGLISH AND ITALIAN.

Lucia di Lammermoor—by Donizetti.

Don Pasquale—by Donizetti.

Lucia di Lammermoor—by Donizetti.

L'Elisir d'Amore—by Donizetti.

La Favorita—by Donizetti.

La Sonnambula—by Bellini.

Norma—by Bellini.

Il Barbiere—by Rossini.

I Puritani—by Bellini.

Semiramide—by Rossini.

Faust—by Gounod.

Gi Ugonotti—by Meyerbeer.

Satanella—by Balfe.

La Traviata—by Verdi.

Rigoletto—by Verdi.

Un Ballo in Maschera—by Verdi.

Il Trovatore—by Verdi.

Cherry's 101 Exercises.

Farmer's Piano-forte Tutor.

S. MEYERS,
MANAGER.

Hongkong, 14th February, 1883. [128]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.
ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS

WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS.....@ 15c PER YARD USUAL PRICE 25c

INVISIBLE CHECKED Do.....@ 15c do do do 25c

POMPADOUR DELAINES Do.....@ 20c do do do 35c

ROUGH & READY SERIES Do.....@ 20c do do do 35c

CHECKED MOHAIRS Do.....@ 30c do do do 45c

TERRA COTTA & OTHER STRIPED SATINETTES.....@ 50c do do do 75c

FANCY VELVETEENS.....@ 35c do do do 50c

ALSO

LADIES' SHOES.....@ \$1.25 PER PAIR do \$2.50

LADIES' SHOES.....@ \$1.50 do do \$2.50

LADIES' SHOES.....@ \$1.75 do do \$2.50

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.,

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th February, 1883. [659]

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

HAVE JUST RECEIVED A CHOICE VARIETY

OF

FRENCH AND ENGLISH TWEEDS

FOR

GENTLEMEN'S SUITINGS

CASHMERE AND ANGOLA NOVELTIES

ALL OF WHICH ARE SHOWN READY FOR MAKING UP.

GENTLEMEN'S FELT HATS (Christie's) the latest shapes.

WHITE AND COLOURED SHIRTS.

LINEN COLLARS AND FANCY SCARVES.

GENTLEMEN'S HOSE in great variety.

UNDERSHIRTS in Balbriggan, Merino, Cashmere and Lamb wool.

GENTLEMEN'S UMBRELLAS AND WALKING STICKS.

LADIES' DEPARTMENT.

DRESS GOODS IN CASHMERE, FANCY WOOL AND OTHER TEXTURES.

BROCADED GAUZE AND GRENADES.

CASHMERE EMBROIDERED COSTUMES.

BRAIDED JACKETS, CLOTH MANTLES.

RICH BROCADED SILKS.

COLOURED BROCADED SILKS AND MOIRE'S.

LACES, RIBBONS, FLOWERS, FEATHERS, SASHES, LACE FISHUS, COLLARS, &c.

LADIES' KID GLOVES 2, 4, 6, 8, and 12 BUTTONS.

FANCY JET GOODS in endless variety.

LADIES' AND GENTS' CAMBRIC HANDKERCHIEFS.

LADIES' AND GENTS' CLOTHING.

HOSIERY AND CORSETS.

HABERDASHERY, UMBRELLAS, AND SUNSHADES.

&c., &c., &c.

A LIBERAL DISCOUNT FOR CASH PAYMENT.

ROSE & CO.,

31 & 33, QUEEN'S ROAD—HONGKONG.

Hongkong, 2nd February, 1883. [179]

For Sale.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON

AERATED WATERS.

7, BEACONFIELD ARCADE,

(Opposite the City Hall)

Having Purchased the entire Machinery of the

late Mr. E. CHASTEL'S

SODA WATER FACTORY

is now prepared to execute the largest order

for every description of Aerated Waters with

promptness and despatch.

SUPERIOR QUALITY

GUARANTEED

Consumers are invited to try those carefully

Manufactured

SPARKLING WATERS

THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be ad-

mitted to The Factory

7, BEACONFIELD ARCADE.

Hongkong, 11th April, 1882. [41]

For Sale.

G. FALCONER & CO.

WATCH AND CHRONOMETER

MANUFACTURERS

JEWELLERS

NAUTICAL INSTRUMENTS,

CH

Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL
SELECTED STOCK OF
**FANCY CHRISTMAS
GOODS,**

COMPRISING—
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES.

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S
PERFUMES.

&c., &c., &c.

A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS,
AND

PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 26, 1883.

H.M.S. *Vigilant* proceeded out of harbour this morning for the purpose of making a full power trial of her machinery at the deep sea draught. Punctually at 10 a.m. the vessel cast off from the buoy, and steam was gradually worked up until eleven o'clock when the trial commenced. A course was shaped for Ling Ting, which was rounded shortly after noon, the sea outside being somewhat rough; however, the ship behaved admirably. The trial, which was under the direct superintendence of Mr. Williams, Inspector of Machinery in the Naval Yard, was in all respects eminently satisfactory. There was a total absence of hot bearings, the water service not being required at all, while the boilers gave a full supply of steam without priming. The results, which are given below, clearly show that the improvements effected in the machinery of the *Vigilant*, have greatly increased the efficiency of the vessel; in fact, it is especially noteworthy that the power obtained this morning was in excess of the original six hours full power trial when the ship and machinery were new. The pressure of steam was maintained at 30 lbs., one full boiler pressure. The revolutions averaged 31.5 per minute; the vacuum in condenser 28 inches; the indicated horse power 1320, and the speed of the vessel 12.5 knots per hour. The *Vigilant* made fast to the buoy off the Naval Yard at 1.30 p.m. and is now ready for sea, awaiting the commands of Admiral Willes.

TELEGRAMS.

LONDON, February 25th.
SUSPENSION OF THE MEMBER FOR ROSCOMMON.
Mr. O'Kelly has been suspended.

THE CONSERVATIVE LEADER AND THE GLADSTONE GOVERNMENT.
The House of Commons has adjourned the debate on the Address in reply to the Royal Speech, in consequence of Sir Stafford Northcote having announced that he would challenge the policy of the Government.

February 24th.
THE OPIUM QUESTION.
The Under-Secretary for Foreign Affairs, in reply to a question, said that the negotiations were about to commence relative to the opium trade with the Chinese Minister and that he hoped they would lead to a satisfactory result.

THE GOVERNMENT AND THE SUSPECTS.
Sir Stafford Northcote intends to move for a select committee to inquire into the negotiations with the suspects in Kilmallick Gaol.

LOCAL AND GENERAL.

We read that during the last few years the habit of opium eating has been making terrible progress in Denmark.

THERE are said to be thirty three schools in Russia specially devoted to educate men to manage and operate railways.

THE tonnage of vessels launched at Glasgow in 1859 was 35,709; in 1869, 192,310; in 1879, 174,750; in 1882, 391,934. These figures speak for themselves.

No other country in the world offers such facilities for tipping as the kingdom of Belgium, whose 5,000,000 inhabitants annually consume about 60,000,000 quarts of alcoholic liquors. There is an average of one public house for every twelve adult male Belgians.

An Arabic manuscript, dating from the latter half of the Fourteenth century (1365) conveys the curious information that the merchant vessels trading at that time in the Indian Ocean carried four divers, whose duties were solely to discover and stop leaks in the hull of the craft below the water line. Sound of the trickling water indicated the points of danger.

At a meeting of the French Geographical Society, held in Paris lately, M. de Lesseps promised that the Panama Canal should be ready to be opened in 1888. He described the sanitary condition of the people employed in constructing it as satisfactory. The mortality at Panama is not, he said, higher than in France, that is to say it does not reach 2 per cent. of the population.

As will be seen from an advertisement in another column, the Hongkong Choral Society will give a performance of "The Ancient Mariner" in the St. Andrew's Hall, on Wednesday evening the 7th March. The orchestra will be composed of the Buffs' string band. As the cantata has been in rehearsal for some considerable time back, a successful performance will doubtless result.

H.E. MAJOR GENERAL SARGENT inspected the last draft brought out from England by the *Himalaya* to join the "Buffs" on the Parade Ground this morning. His Excellency expressed himself highly pleased with the appearance of the men, and after the inspection briefly addressed them and said he hoped they would continue to keep up the good name of the "Grand Old Buffs."

THE Bermondsey Vestry has decided that a tradesman who had sold a cat as a rabbit should be exonerated from all blame, because the cat, one of a parcel of genuine rabbits imported from Ostend, was bought and sold in good faith as a specimen of the latter animal. The purchaser had taken a fancy to that particular rabbit, but afterward took it back, whereupon the vendor took it to Dr. Dixon (the local medical officer) for examination, when its true character was discovered.

JAMES MAYNE, a native of Ireland, was charged before Mr. Thomsett this morning with being drunk and behaving in a disorderly manner in the Sailors' Home yesterday. Mr. White, the steward of the Home, said defendant was drunk and he advised him to go to bed, which he refused to do, in most offensive language, and also behaved in a disorderly manner. P.C. James Johnston stated that he was called to the Home to take charge of Mayne who was in a very excited state. A fine of one dollar was imposed and Mayne patted smilingly.

THE print room of the British Museum has been in a measure compensated for the loss of the famous Botticelli Dante of the Hamilton collection, which was recently carried off to Berlin. It has acquired a set, purer and in an earlier state than any yet known, of the extremely rare and treasured illustrations to the "Triumphs of Petrarch," the design of which is ascribed to Fra Filippo. The set was found in a volume, otherwise of no great value, which came to the hammer during the sale of the Sunderland library. It was bought, after keen competition, by Mr. Quaritch for \$10,000.

REGARDING the new ordinance which of late years has been introduced in Great Britain a correspondent of the *Nature* writes: "In the autumn of 1841 Sir H. Cough took the batteries of Chusan by a turning movement, and thus spoiled the Chinese preparations. The force captured a large number of guns, some very fine bronze ones, but there were also a good many smaller iron ones, and as these were of no value they were ordered to be destroyed. The Royal Artillery tried to burst these without success at first, and only after sinking the muzzles in the ground did they succeed. It was then ascertained that the reason of the extreme strength of this kind of gun arose from its strange manufacture. It had an inner tube of wrought iron over which the gun was cast, anticipating by many years a somewhat similar plan by Palliser."

JAMES BENNETT and James Ryder, unemployed seamen, were charged before Mr. Wodehouse this morning with stealing a pair of boots the property of Thomas Steward, a fellow lodger at boarding house No. 7, Square Street. Evidence was produced to the effect that lodgers to the number of thirteen stayed in one room, amongst whom were the prisoners and complainant. On Saturday, after returning from the races, it appears the first prisoner went to the complainant's bag and took out the boots and invited the second prisoner to come for a walk for the purpose of disposing of the pedal extremities covers, and also to have something to wash the Wong-wei-chung, dust out of his throat. Bennett denied this version of the story, and said Ryder knew all about it. However, Chan Yung, shop-keeper of 18 East Street, identified both prisoners as being the sellers of the boots to him for one dollar. Mr. Wodehouse being satisfied that Bennett and Ryder had collared the "brogues" fined them five pounds each with the option of six weeks' imprisonment into the "Reformat." As the "brogues" were not forthcoming, the unemployed seamen, being "brokers" from their too lavish piling it on at the Races, Messrs. Bennett and Ryder retired into secluded life for the before mentioned period.

THE report in this morning's *Daily Press* of the disagreeable scenes at the racetrack on Saturday, in connection with the race for the Ambassador Cup and others matters, is a disgraceful, and evidently a malicious perversion of the truth. In every essential point our morning contemporary's account of what actually transpired has been garbled for purposes which the public will not be slow to understand. In another column will be found a complete and reliable report of the whole affair.

THERE is a rather good story told about Sergeant Ballantyne and the present Baron Huddleston, who, after a life of tuff-hunting, was raised into the seventh heaven by his marriage with Lady Di. Deaulcure, sister of the Duke of St. Albans. The two were at Homburg in the days when cards were not prohibited. Huddleston, as has been said, was notorious for his tuff-hunting proclivities. Wherever there was a titled person he was sure to make his way to that neighborhood. "A game was going on. A Duchess of some German principality was busily engaged in a game of rouge-et-noir. Exhausted by excitement, she sat down upon the nearest knee, which happened to belong to Sergeant Ballantyne. The Sergeant waited until the end of the play, and then, regardless of consequences, shouted across the hall—"I say, Huddleston, what will you give me for my trousers? A real Duchess has been sitting on them."

THE late Mr. Alexander, the eminent architect, was under cross examination at Maidstone by Sergeant (afterward Baron) Garrow, who wished to detract from the weight of his testimony, and after asking him what was his name proceeded: "You are a builder, I believe?" "No sir, I am not a builder; I am an architect." They are much the same, I suppose? "I beg your pardon, sir; I cannot admit that; I consider them to be totally different." "O, indeed! perhaps you will state wherein this great difference exists?" "An architect, sir," replied Mr. Alexander, "conceives the design, prepares the plan, draws out the specifications—in short, supplies the mind; the builder is merely the bricklayer or carpenter. The builder, in fact, is the machine; the architect the power that puts the machine together and sets it going." "O, very well, Mr. Architect, that will do. And now, after your ingenious distinction without a difference, perhaps you can inform the Court who was the architect of the Tower of Babel?" The reply, for promptness and wit, is not to be rivalled in the whole history of rejoinder: "There was no architect, sir, and hence the confusion."

TOUCHING the various definitions which are being given of "obstruction," the *St. James Gazette* says that newspapers were largely indebted for their privilege of reporting Parliamentary debates to an act of downright obstruction committed on their behalf by Edmund Burke. When in March, 1771, Lord Mayor Crosby was sent to the Tower for protecting the reporters of the London *Evening Mail*, who had been ordered into arrest, Burke took up the reporters' cause in the House. Reginald Palgrave, in his interesting little monograph on the House of Commons, of which he is the Clerk Assistant, tells us how this was done:—"Burke could not prevent the committal of the printers, but he made the proceeding look absurd; he made them sick of the job. For twelve long hours—from five o'clock one afternoon till five o'clock next morning—by twenty-three divisions, by farcical motions, by jest, by every kind of absurd proposal, did Burke delay and make contemptible the attempt to silence the newspapers. The result of that victory of the 12th of March, 1771, is most conspicuous—the gallery, namely, which runs across the House above the Speaker's chair."

THE members of the Italian Opera Company gave an entertainment in the Theatre Royal, City Hall, on Saturday night, for the benefit of Signora Silini and Signora Bertolini. The audience was rather larger than has recently been the case at these performances. The first item on the programme was the final act of Marchetti's opera "Ruy Blas" which was admirably rendered by Signora Silini and Petrovich and Signori Clocchi and Petrovich. The latter half of the entertainment was composed of selections from the works of the great composers. Signora Bertolini distinguished herself by a very correct and tasteful rendering of the grand aria from Petrella's "Contessa d'Amalfi," and also with Signora Silini and Petrovich in the comic terzetto from Cimarosa's "Matrimonio Segreto." Signora Silini sang the bolero from "I Vespri Siciliani," Braga's serenade "Légende Valaque," and the romance from Flotow's "Martha" in her usually brilliant style, whilst Signor Clocchi's grand voice was heard at its best in the well known romance from "Dinorah." Signor Gore's contribution was a fantasia of his own composition, an attractive *marceau* which he played most brilliantly, receiving a unanimous recall.

A new explosive has just been patented in England by Dr. C. W. Siemens. "The compound is a mixture of saltpetre, chlorate of potash and a solid hydrocarbon, and is suitable both for mining purposes and firearms, while, if ignited in the open air, the combustion takes place slowly and imperfectly, and therefore without danger. The incorporation of ingredients is by preference effected as follows: The saltpetre, chlorate of potash, and hydro-carbon (for which may be taken paraffin, asphaltum, pitch, caoutchouc, gutta-percha, etc.) are mixed together in pulverulent form by passing through sieves or otherwise, and the mixture is then treated with a liquid volatile hydrocarbon which acts as a solvent to the solid hydrocarbon. A plastic mass is thus produced, which is then formed into cakes or sheets by passing through rollers or otherwise, and is rendered hard by evaporating the liquid solvent used, the sheets or cakes so produced being then converted into grains or pieces of any desired size in the same manner as ordinary gunpowder. The new compound, which has about the same density as ordinary gunpowder, and is very hard, possesses with equal volumes more than double the explosive force of the latter. The intensity of explosion can be regulated at will by varying the proportions of the ingredients, and the size of the granules. These proportions should, generally speaking, be such that for each volume of the hydro-carbon, when converted into a gaseous state, there shall be present in the other ingredients three volumes of oxygen."

HONGKONG RACES, 1883.

OFF DAY, SATURDAY, 24TH FEBRUARY, 1883.

The weather was much colder on Saturday than on the three previous days, but this had no appreciable effect on the attendance of spectators, who mustered in strong force. There has never previously been such a large company in the Happy Valley, on an "Off Day." The Grand Stand was well filled, the matchless inside were extensively patronised, almost the entire sporting community crowded the paddock, long lines of spectators were ranged along the rails and around the water-jump, and other obstacles on the steeplechase course, whilst the Chinese in the centre of the enclosure were almost as numerous as on the regular race-days. The great general interest in the resuscitated steeplechases was doubtless the main cause of this large turn out. The first saddling was rung at 1.30, but it was considerably past two o'clock when four competitors of an entry of eight went out for the first event, a steeplechase for all ponies, distance twice round the course. Chatterbox, ridden by Mr. Nickels, opened a hot favorite, a rumour that he had been tried a good pony across country in Shanghai causing him to be backed at even odds against the field when the numbers went up. A good deal of money was forthcoming for Captain Lindsay's Dalhousie, owner up, and a Gillie Callum, with Mr. Gunin in the saddle, had also some admirers. Mr. Reynell had the mount on Cobnut, but this pony's erratic behaviour in the Derby and Garrison Cup stalled off the usual supporters of Mr. Kerfoot's popular colours. After the ponies got to the post, Chatterbox suddenly became a much worse favorite, six to four, and eventually two to one being freely offered against Mr. Paul's big griffin, whilst Dalhousie became in request at a slight shade of odds against the field. The lot were despatched to a wretched start, Cobnut immediately taking the lead from Gillie Callum and Chatterbox, Dalhousie lying off. The leader swerved slightly at the first obstacle, but Mr. Reynell got him over safely, the other three clearing it in beautiful style. Nearing the water Cobnut showed signs of cutting it, but, hard ridden, he managed to get over, and then bolted off the course, taking no further prominent part in the race. Chatterbox, Dalhousie and Gillie Callum raced together to the brook and landed on almost equal terms; but the two first named immediately shot ahead and charged the next two obstacles in close company. At the wall opposite the Black Rock, Chatterbox led Dalhousie about a length and a half, Mr. Gun lying off within easy hail. These positions were maintained until nearing the water the second time round when the leader drew out half a dozen lengths, and still further increased his advantage after landing. The other pair quickened after safely negotiating the water and, the bank opposite the Parsee Stand, Captain Lindsay drawing on the leader very rapidly in making the bend out of the straight. At the Black Rock Chatterbox came to grief, rolling over and unshipping Mr. Nickels, who, however, retained hold of the reins, and eventually remounted. Meanwhile Dalhousie had assumed a commanding lead, and although Gillie Callum looked dangerous a quarter of a mile from home, a refusal at the hurdle leading on to the straight spoiled his chance, as, after getting over at the second attempt, he could never get near the first named, Captain Lindsay winning very easily by over twenty lengths, Chatterbox swerved a little at the hurdle, but got over all right, and finished several lengths behind the second. The winner's success was exceedingly popular, the gallant rider receiving quite a flattering ovation on returning to scale. Captain Lindsay rode very pluckily and in capital form, and well deserved to realise that

"One shot was of glory,
It worth an hour without a name."

The Ambassador Cup—presented by Mr. St. Vincent for all beaten griffins, to be run for over the Derby course, produced a scene of rather a series of scenes which were anything but creditable to those responsible for introducing petty spite and private malice into what should be an honourable pastime. As the questions at issue will most probably be made the subject of a thorough investigation by the Stewards of the Race Fund, in common fairness to all concerned we withhold for the present our comments on matters which affect alike the honour, honesty and good faith of the gentlemen, implicated, and merely give a correct report of what actually took place. At the time for hoisting the numbers for the above named race only one pony, Scotch Reel, had weighed out, and it looked as if the affair were to end in a walk over. To prevent what would have been a gratuitous insult to the donor of the Cup, Mr. Fraser-Smith, the joint owner of Scotch Reel and sole owner of Cutty Sark, suggested to Mr. Sheppard, who was Steward in charge of the weighing room, that in order to make a race he should start the last named and let the pair run on their merits. "All right," observed Mr. Sheppard, "hurry up and get weighed." Cutty Sark was accordingly weighed out for, and the two stable companions were proceeding towards the course when Mr. Atwell Coxon, the gentleman who has been officiating as starter throughout the meeting, rushed into the weighing room and expressed his opinion in no measured terms that it was what he was pleased to call "d—d rot" to allow the ponies start as a confederacy had the two stables had been declared. "It is all right," replied Mr. Sheppard, "the confederacy has been declared off, and they are going out to make a race." Mr. Coxon subsided after this rebuff, the ponies went to the post, started, and covered the course, Cutty Sark leading all the way at a slow pace, and winning rather cleverly by three parts of a length. Some comments were made on the style in which Mr. Brandt rode the loser, and a general opinion prevailed that had he come sooner with the man he must have won. The ponies returned to scale, and the winner was duly weighed in, when Mr. Coxon again appeared on the scene. The starter, it seems, had some fault to find or some objections to make, and forthwith proceeded to unboon himself in declamatory tones in the weighing room to several of the Stewards, and to a large crowd of who pressed close round the barriers. Mr. Fraser-Smith entered the room when Mr.

Coxon's wild eloquence was in full blast, and the following scene took place:—

Mr. Coxon—(continuing his remarks) It is no race at all, and somebody ought to be called upon for an explanation.

Mr. Fraser-Smith—Are you referring to me? Mr. Coxon—It is no race, and the cup ought to be withheld. There ought to be three competitors, or no race.

Mr. Fraser-Smith—Nothing of the kind. The Cup was given unconditionally and could have been walked over for. I merely sent the other pony out to make a race for the amusement of the public. If you can find that I or any person connected with me betted so much as a ten cent piece on the race you had better report it to the Stewards.

Mr. Coxon—I suggested nothing about betting. According to the rules there should be three competitors.

Mr. Fraser-Smith—Will you show me that rule? I think you are quite well aware that I walked over for the Huntman Cup last year with Hualachan.

Mr. Coxon—That was because they permitted it.

Mr. Fraser-Smith—It was because the Cup was given without any stipulations, and as Mr. Guedes gave this Cup unconditionally there is nothing in the rules of the Race Fund to prevent its being walked over for. You can easily refer to the rules.

Mr. H. de Courcy Forbes referred to Rule II, which is to the effect that in the event of a walk over, the entrance fees only, and not the prize or stakes will be given to the winner.

Mr. Fraser-Smith—But you see in this case there are no entrance fees. The Cup was given without any stipulations, and I contend that both according to the rules of the Race Fund and to precedent, I was entitled to walk over if I so desired. Instead of doing so I sent out the two ponies to run on their merits.

Mr. Coxon—You know the rules of racing quite well; this is mere quibbling. In the opinion of myself and everybody here a more disgraceful piece of business I never witnessed.

Mr. Fraser-Smith—Speak for yourself, please. There is not a man in this room who supports your opinion. This is not the first time since the beginning of the meeting that you have made yourself offensive; but if you associate my name with anything that is disgraceful you tell a lie.

Mr. Coxon—I will make a note of that observation, and take steps to have it looked into.

Mr. Fraser-Smith—You can do what you think proper. I repeat that if you dare to hint even that I am associated with anything disgraceful you are guilty of telling a lie.

Mr. Coxon—I must ask you Mr. Fraser-Smith to walk out of this room.

Mr. Fraser-Smith—And I decline to go, as I have as much business here as you or anybody else. Do you see that notice—(pointing to the notice hung on the wall which states that the room is for the officials, owners, trainers and jockeys).

Mr. Coxon—Have you any ponies for the next race?

Mr. Fraser-Smith—Yes; two.

Mr. Coxon—Well, you had better see and have them out.

Mr. Fraser-Smith—Please to mind your own business; I am quite capable of attending to mine.

Mr. Coxon—(seating himself on the end of the clerk's table) Now, you know, Mr. Fraser-Smith, if it had not been for the great physical difference between us you would not have dared to give me the lie, as you did just now.

Mr. Fraser-Smith—Mr. Coxon, if you were not old enough to be my father, your imputations as to my having been concerned in what you called a disgraceful affair would have been resented in a somewhat different fashion. When you commence to talk about what you could do physically you make a great mistake.

Mr. Coxon—I don't think so. I know very well what I am talking about.

Mr. Fraser-Smith—You would not be the first that has made a mistake. However, if you have any complaint to make you had better make it to the Stewards, according to the rules of racing.

Mr. Coxon—You can't teach me anything about the rules of racing. I forgot more about racing law twenty-four years ago than you ever knew.

Mr. Fraser-Smith—That may be, only it was acquired in very different circles to those where I gained my experience. I know your *status* exactly.

Mr. Coxon—Well, I don't wish to bear any more about it. You had better go and put it all in your paper, (referring to the *Hongkong Telegraph* of which Mr. Fraser-Smith is editor and proprietor).

Mr. Fraser-Smith—You had better leave the *Telegraph* out of this question, as it is his really nothing to do with it.

Mr. Coxon—It has had a good deal to do with it. I gained my experience. I know your *status* exactly.

A good field of seven came out for the Champion Mafoos race, which was won very cleverly by Allegro, ridden by a feather weight who has been nicknamed "Tom Cannon," from Second Violin and Sunlight. Allegro was left at the post when the flag fell, but the little fellow rode with capital judgment, coming round his point on the outside at the three-quarter mile post and assuming a lead which he maintained to the finish, winning by a length and a half. Sunlight was only beaten a head for second place. In the Mafoos Race for beaten ponies, nine competitors came to the post. Shamrock eventually winning a well contested race from Gangs or ward by three quarters of a length. Hales finishing a very good third. Chatterbox, with Mr. Nickels up, was backed at even odds, and field of four for the Opal Cup and Handicap.

throughout just managed to scramble home half a length in front of Buggins, with Darnley only beaten a head for second place.

The steeplechase for maidens led to more unpleasantness. When the pony Scotch Reel was proceeding from his stable to the track, Mr. Coxon again made himself conspicuous by calling out in audacious tones to the Clerk of the Course—"You see that, Tripp, take a note of it. I shall object to that pony winning, &c." At the starting post Mr. Coxon made some offensive remarks to Mr. Gun, the rider of Scotch Reel, to the effect that his starting was protested against, and that if he won he would not receive the prize. Mr. Gun referred Mr. Coxon to the owner of the pony, being in utter ignorance of what the official, whose duty is supposed to be confined to starting the ponies, was alluding to. The race was run, and Chatterbox won very cleverly, with Scotch Reel second and Blunder Blas third.

After the last race Mr. Fraser-Smith went to the weighing room to take possession of the Ambassador Cup, when he was informed by the clerk that Mr. Tripp had given instructions that it was not to be given up. The Clerk of the Course was immediately interviewed on the subject, and it was elicited that Mr. Coxon had lodged a written protest. A copy of this protest was demanded as a matter of right by Mr. Fraser-Smith, and refused by Mr. Tripp on the ground that he had no instructions from the Stewards. The C. C. was then asked on what grounds Mr. Coxon's protest was based, but refusing to give any information Mr. Fraser-Smith expressed his intention of taking possession of the Cup, which he accordingly did. Meanwhile another scene had been going on between Mr. Coxon and Mr. Brandt. The former gentleman on being asked to explain what he meant by telling the rider of Scotch Reel that he was starting under protest and would not get the prize if he came in first, used several most objectionable expressions, and pushed or struck Mr. Brandt on the chest. An animated controversy ensued, and it looked as if violence might be resorted to, when Mr. Fraser-Smith took Mr. Brandt away.

The final tableau occurred when Mr. Fraser-Smith was removing the Ambassador Cup. Meeting Mr. Tripp in the paddock he informed that official that he had taken possession of the Cup, and would hold himself responsible for it to the Stewards. Mr. Tripp remarked that he had asked him (Mr. Fraser-Smith) not to take the Cup, to which the latter replied that as the Clerk of the Course had refused to give him any information respecting the so-called protest, he had exercised his right as a matter of principle. Mr. Coxon's inopportune arrival led to further acrimonious discussion, in the course of which Mr. Fraser-Smith in response to an observation from the C. C. as to ungentlemanly conduct said he was one of the few gentlemen on the course at the time. Mr. Tripp sarcastically thanked Mr. Fraser-Smith for the piece of information, which he hastened to convey to Mr. Coxon, who was standing by. As the worthy Clerk of the Course seemed to take the allusion about the gentlemen as a personal matter, he was assured that nothing personal was meant, to which he responded with the somewhat vague remark that the observation had a very limited scope. The parties then went their respective ways.

The following is a full report of the afternoon's racing:—

STEEPLE CHASE.—Entrance \$5, with \$100 added for all Ponies. Weight for inches with 70s. extra. Twelve round.
Captain Lindsay's gr. Dalhousie, 11st. 6lb. Mr. Gun 1.
Mr. F. S. Gordon's gr. Gillie Callum, 11st. 6lb. Mr. Gun 2.
Mr. Paul's gr. Chatterbox, 11st. 6lb. Mr. Nickels 3.
Mr. Kerfoot's gr. Cobnut, 11st. 6lb. Mr. Reynell 4.
Chatterbox was made a hot favorite at first, but the betting veered round in favor of Dalhousie before the start. The four competitors were sent on their journey in straggling order, but Cobnut was immediately raced to the front and led over the first obstacle a couple of lengths in front of Chatterbox and Gillie Callum, these two rising in the air together, Dalhousie being several lengths in the rear. The pace was increased as they raced at the water jump in front of the Stand, Mr. Kerfoot's pony still showing the way, and all got safely over although the leader tried his hardest to refuse, and bolted off the course on hearing the next obstacle, and was thus early out of the race. Chatterbox and Gillie Callum then carried on the running with Dalhousie close at their heels, the tie fencing in splendid form. At the top of the straight Chatterbox held a slight advantage of the other pair, and came down to the brook the second time half a dozen lengths in front. Gillie Callum lost his place through "chattering" the obstacle opposite the Parsee Stand, after coming to grief, leaving Dalhousie in pursuit of Chatterbox. All got over the wall in good form, but the pace and the heavy going had commenced to tell, and hands and heels were at work as the last fence was approached. Chatterbox rose at the jump, all right, but striking the top of the bank came to grief. Mr. Nickels losing his seat, but managing to hold on by the bridle. The race between Dalhousie and Gillie Callum now became a mere matter of time, the latter leading the former's lead until only three lengths separated them as they wheeled round to jump the hurdle into the straight again. Dalhousie swerved at the obstacle but scrambled over, whereas Mr. Gordon's pony refused, and before he could be sent going again, Captain Lindsay was galloping down the straight with the race in hand. Gillie Callum pushed ahead, and Chatterbox, who had been pushed round, followed. Mr. Fraser-Smith's gr. Cutty Sark, 11st. 6lb. Mr. Gun 1.
Mr. P. S. Gordon's gr. Scotch Reel, 11st. 6lb. Mr. Gun 2.
Mr. P. S. Gordon's gr. Second Violin, 11st. 6lb. Mr. Gun 3.
Mr. P. S. Gordon's gr. Sunlight, 11st. 6lb. Mr. Gun 4.
The Mafoos Race for beaten ponies, nine competitors came to the post. Shamrock eventually winning a well contested race from Gangs or ward by three quarters of a length. Hales finishing a very good third. Chatterbox, with Mr. Nickels up, was backed at even odds, and field of four for the Opal Cup and Handicap.

Commercial.

THIS DAY.

Stock Exchange business has been resumed in earnest this morning, and a large number of transactions have been put through. Banks display increased firmness; transfers have been effected for cash at 204 per cent. premium *cum* new issue, and a fair number of sales have also been effected at 207 and 208 for March 31st. Business in Hongkong Futures at 1250 has been reported—an increase of 50 on previous quotation—but there are still shares on offer at the rate. China Futures hold a better position, remaining very firm with buyers at 335. China Sugar Refining stock has been made the medium of fairly important business at 209 for cash, and also on time at 210 for the end of next month. Luzons are offered at 102 for cash without finding purchasers; but at the same rate for the end of March a few shares could be placed. The scrip of the Hongkong Ice Company is on the market at 170.

4 o'clock p.m.

No further transactions of importance have come under our observation.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue 166 per cent. premium, buyers.
Hongkong and Shanghai Bank—New Issue 154 per cent. premium—nominal.
Union Insurance Society of Canton—\$1,850 per share, buyers.
China Traders' Insurance Company—\$1,650 per share, buyers.
North China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—\$135 per share.
Yangtze Insurance Association—Tls. 870 per share, div. buyers.
Chinese Insurance Company—\$215 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,250 per share, sales and sellers.
China Fire Insurance Company—\$335 per share, buyers.
Hongkong and Whampoa Dock Company—51 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, buyers.
China and Manila Steam Ship Company—115 per share, buyers.
Hongkong Gas Company—\$80 per share, buyers.
Hongkong Hotel Company—\$130 per share, buyers.
Indo-China Steam Navigation Company, Limited—10 per cent. div. buyers.
China Sugar Refining Company, Limited—\$209 per share, sales.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$102 per share, sales.
Hongkong Ice Company—\$170 per share, ex div. sellers.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1881—1 per cent. prem. ex int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.
ON LONDON.—Bank, T. T. 3/7
Bank Bills, on demand 3/7
Bank Bills, at 30 days' sight 3/7
Bank Bills, at 4 months' sight 3/7
Credits, at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8 @ 3/8
ON PARIS.—Bank Bills on demand 452
Credits, at 4 months' sight 452
ON BOMBAY.—Bank, T. T. 223
ON CALCUTTA.—Bank, T. T. 223
ON SHANGHAI.—Bank, sight 724
Private, 30 days' sight 731

OPIMUM MARKET.—THIS DAY.
NEW MALWA.....per picul, \$530
(Allowance, Tals 64.)
OLD MALWA.....per picul, \$555
(Allowance, Tals 24.)
NEW PATNA (first choice) per chest, \$562
NEW PATNA (second).....per chest, \$552
NEW PATNA (without choice) per chest..... 5557
NEW PATNA (bottom).....per chest, \$565
NEW BENARES (without choice) per chest..... 5557
NEW PERSIAN.....per chest, \$530
OLD PERSIAN.....perpicul, \$315
(Allowance, Tals.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	HONGKONG.	AMOI.	SHANGHAI.	MANILA.
Thermometer.	50.0	50.0	50.0	50.0
Direction of Wind.	N.W.	N.W.	N.W.	N.W.
Force.	5	5	5	5
Dry Thermometer.	50.0	50.0	50.0	50.0
Wet Thermometer.	50.0	50.0	50.0	50.0
Weather.	0	0	0	0
Hour's Rain.	0	0	0	0
Quantity fallen.	0	0	0	0

Barometer, level of the sea to fathoms, less and more. Thermometer, in Fahrenheit degrees and more. Direction of Wind, in English notation. Force of Wind, in English notation. Dry Thermometer, in Fahrenheit degrees and more. Wet Thermometer, in Fahrenheit degrees and more. Weather, in English notation. Hour's Rain, in English notation. Quantity fallen, in English notation.

Shipping.

ARRIVALS.

SIR WM. WALLACE, British bark, 568, T. R. Brown, 24th Feb., Newcastle, N.S.W., from Amoy, Capt. Brown.
KUMAMOTO MARU, Japanese steamer, 1,913, J. Drummond, 24th Feb., Kobe 17th Feb., and Nagasaki 20th February, General—Mitsui Bishi M. S. S. Co.
WHIAMPOA, British steamer, 1,100, J. E. Williams, 25th Feb., Saigon 20th Feb., Rice—Butterfield & Swire.
KWANGTUNG, British steamer, 674, M. Young, 25th Feb., Foochow 22nd February, Amoy 23rd, and Swatow 24th, General—D. LaPrak & Co.
ILITIS, German gunboat, Captain Klaus, 25th February, Amoy 24th February.
ELECTRA, German steamer, 1,161, E. Kuller, 25th Feb., Hamburg 2nd January, and Singapore 17th February, General—Siemens & Co.
CHEANG HOCK KIAN, British steamer, F. M. Webb, 25th Feb., Amoy 21st February, and Swatow 23rd, General—Bun Hin & Co.
CHEN-TO, Chinese gunboat, 25th Feb., from Canton.
DUKE OF EDINBURGH, Russian ironclad, Captain Giers, 25th February, Manila 14th February.
FU-YUEH, Chinese steamer, 920, Barfoot, 26th Feb., Shanghai 23rd February, General—C. M. S. N. Co.
HWA-YUEN, Chinese steamer, 984, Wilson, 26th Feb., Canton 25th Feb., General—C. M. S. N. Co.
PENG-CHAO-HAI, Chinese gunboat, 26th Feb., from Canton.
VIGILANT, British gunboat, 26th February, from Hongkong.
CAMORIA, Dutch steamer, 1,200, J. de Haan, 26th Feb., Amoy 25th February, General—Jardine, Matheson & Co.
WENSKERY JEN, American ship, 1,668, H. Talpav, 26th Feb., Cardiff 27th October, Coal—Russell & Co.
ADOLPH, German bark, 868, R. Mohr, 26th Feb., Hamburg 18th October, General—Carl-lowitz & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Hwa-yuen, Chinese steamer, for Shanghai.
Kwong-sang, British steamer, for Swatow.
Poo-chi, Chinese steamer, for Hoihow.
Cheang Hock Kian, British str., for Singapore.

DEPARTURES.

February 24, *Deutschland*, German ship, for Bremen (Bremen).
February 24, *Maria*, German bark, for Chefoo.
February 24, *Barbarossa*, German ship, for Rangoon.
February 25, *Dorothea*, German ship, for Rangoon.
February 25, *Prinz Leopold*, British steamer, for Diamond Island (Sulu).
February 25, *China*, German str., for Swatow.
February 25, *Thales*, British str., for Swatow.
February 25, *Minard Castle*, British steamer, for Saigon.
February 25, *Changchow*, British steamer, for Shanghai.
February 25, *Potang*, British str., for Canton.
February 26, *Kwong-sang*, British steamer, for Swatow, &c.
February 26, *Namoa*, British steamer, for Swatow, &c.
February 26, *Cheang Hock Kian*, British str., for Straits Settlements.
February 26, *Ducation*, British steamer, for Amoy and Shanghai.
February 26, *Hwa-yuen*, Chinese steamer, for Shanghai.
February 26, *Chen-to*, Chinese gunboat, for Pak-hoi.
February 26, *Esmeralda*, British str., for Amoy and Manila.

PASSENGERS—ARRIVED.

Per *Kwong-tung*, str., from Foochow, &c.—Mr. Fock, 1 European on deck, and 39 Chinese.
Per *Kumamoto Maru*, str., from Kobe, &c.—Messrs. A. Walter, Martin, 10 Japanese, and 3 Chinese.
Per *Fu-yueh*, str., from Shanghai.—Mr. Bailly, and 29 Chinese.
Per *Electra*, str., from Hamburg, &c.—Mr. John Meyer, and 150 Chinese.
Per *Camoria*, str., from Amoy.—34 Chinese.
Per *Bowen*, str., for Swatow.—Mrs. Bernard and 2 children. For Australian Ports.—121 Chinese.
Per *China*, str., for Swatow.—150 Chinese.
Per *Thales*, str., for Swatow.—200 Chinese.
Per *Minard Castle*, str., for Saigon.—12 Chinese.

REPORTS.

The Chinese steamship *Fu-yueh* reports left Shanghai at 2.30 a.m. on the 23rd instant, and arrived in Hongkong at 6.30 a.m. on the 26th. Had cloudy weather with rain and fresh monsoon throughout.
The British steamship *Whampoa* reports left Saigon on the 20th instant. Experienced moderate N.E. winds to lat. 20 N.; from thence to Hongkong had strong winds from the N.E., and high sea. Arrived in Hongkong at midnight on the 24th.

The British steamship *Kwong-tung* reports left Foochow on the 22nd instant, Amoy on the 23rd, and Swatow on the 24th. From Foochow to Amoy had moderate N.E. breeze and cloudy weather. From Amoy to Swatow had fresh N.E. breeze and cloudy weather. In Amoy the steamships *Camoria*, *Mariborough*, and the German corvette *Stech*. In Swatow the steamships *Yeh-sin*, *Tientsin*, *Consolation*, Chinese revenue cruiser *Lingsing*, and H.M.S. *Kistritz*.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Lady Douglas, Foochow (Jan. 1).
Pandora (a), Hongkong (Jan. 1).
Glenora (a), Shanghai (Jan. 1).
Marsalia (a), China (Jan. 1).
Petroclous (a), Shanghai (Jan. 1).
Barcelona (a), Manila (Jan. 1).
Carnarvonshire (a), Yokohama (Jan. 1).

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)
Marianne, Cardiff, July 12.
Nieuwe Waterweg, Hamburg, Sept. 6.
Flemin, Sunderland, Sept. 6.
Hibernia, Hamburg, Sept. 12.
Hermann, Cardiff, Sept. 17.
Emma T. Crowell, New York, Oct. 13.
Lucia, London, Oct. 13.
Adolph, Hamburg, Oct. 13.
Wandering Jew, Cardiff, Oct. 21.
Adelle, Cardiff, Oct. 21.
Auguste, Newport, Oct. 24.
Annie J. Marshall, New York, Nov. 21.
Dato, Hamburg, Nov. 21.
Dato, Liverpool, Nov. 21.
Sacramento, New York, Dec. 20.
Maria Magdalena, Hamburg, Dec. 20.
Importer, Cardiff, Dec. 27.
Sedary (a), Antwerp, Jan. 6.
Venice (a), London, Jan. 6.
Ellie, London, Jan. 6.
Pembroke (a), London, Jan. 6.
Pembroke (a), London, Jan. 6.
Great Admiral, Penarth, Jan. 11.

SHIPPING IN HONGKONG.

STEAMERS.

AEON, British steamer, 749, Thomas, 22nd Feb., Saigon 17th February, General—Tung Kee & Co.
ALWINE, German steamer, 400, Thiesen, 18th Feb., Saigon 10th February, General—Wieler & Co.
ANADYR, French steamer, 2,770, G. de la Mairie, 24th Feb., Shanghai 22nd Feb., General—Messageries Maritimes.
ARABIC, British steamer, 2,787, W. G. Peane, 14th Feb., San Francisco 18th January, and Yokohama 8th February, General—F. E. Foster.
BAYSWATER, British steamer, 1,039, R. Walker, 23rd Feb., Saigon 17th February, Rice—Siemens & Co.
BRUTUS, German steamer, 460, T. A. Vogt, 20th Feb., Saigon 15th February, Rice—Wieler & Co.
CONISTON, British steamer, 1,941, F. A. Evans, 16th February, Calcutta 30th January, General—Jardine, Matheson & Co.
CRUSADER, British steamer, 647, T. Rowin, 13th November, Saigon 7th November, Rice—Chong Wo Cheang.
DALE, British steamer, 644, E. Allason, 2nd Jan., Bangkok 15th December, Rice and General—Yuen Fat Hong.
FAME, British steamer, 177, Stopan, (tug plying) Hongkong and Whampoa Dock Co.
GLENELF, British steamer, 944, J. S. Speechly, 12th Jan., Saigon 6th January, Rice—Tung Kee.
HAILONG, British steamer, 277, F. Ashton, 23rd Feb., Tamsui 21st February, and Amoy 22nd, General—D. LaPrak & Co.
HESPERIA, German steamer, 1,136, G. Petersen, 17th Feb., Kutchinotzu 12th Feb., Coal—Wing Kee & Co.
HUNGARIAN, British steamer, Allison, 14th Feb., Melbourne 10th January, Sydney 19th and Thursday Island 31st, Coal—Geo. R. S. & Co.
LIDO, British steamer, 620, T. Lewis, 8th Feb., Bangkok 29th February, Rice—Hop Hing.
LUZON, Spanish steamer, 321, Willam, 27th Jan., Sual 25th January, Ballast—Remedios & Co.—Kowloon Dock.
MADRAS, British steamer, 1,079, Bradley, 23rd Feb., Saigon 19th February, Rice—Thos. Howard & Co.
MARCHESE, British yacht, C. T. Kettlewell, 12th Feb., Foochow 12th February.
MENZIES, French steamer, 1,773, J. Homery, 23rd Feb., Yokohama 17th Feb., General—Messageries Maritimes.
MINDANAO, Spanish steamer, 623, Fryer, 5th Feb., Manila 2nd February, General—Dunn, Melby & Co.
NAM-VINH, French steamer, 435, A. Carreau, 21st Feb., Hoihow 20th Feb., General—Shing Loong.
PING-ON, British steamer, 574, McCaslin, 12th Jan., Pakhoi and Hoihow 11th January, General—Russell & Co.—Cosmopolitan Dock.
RAJANATHANUAR, British steamer, 724, W. Y. Hunter, 23rd Feb., Bangkok 15th Feb., Rice and General—Chinese.
ROSSLYN, British str., 1,040, John McKechnie, 17th February, Cardiff 31st December, and Singapore, Coal—Jardine, Matheson & Co.
SCOTIA, British steamer, 2,914, Wilson R. Cato, 17th Feb., London 31st December, Telegraph Cable—E. E. Telegraph Co.
SUMATRA, British steamer, 1,407, T. Fairclough, 19th Feb., Yokohama 10th Feb., General—P. O. S. N. Co.
VORWAERTS, Austro-Hungarian steamer, 1,547, Eggart, 19th Feb., Trieste 1st January, and Singapore 13th February, General—Melchers & Co.
YANOTZSI, British steamer, 789, David Casson, 24th Feb., Saigon 20th February, Rice—Ah Yon.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd Dec., Portland, Oregon 12th Nov., Spars—Melchers & Co.
ALVA, Portuguese bark, 632, E. de Souza, 12th Jan., Rajang 9th Dec., Timber—Brandao & Co.
ANTOINETTE, British bark, 1,014, E. T. Bunle, 6th January, Manila 27th December, Ballast—Order, Kowloon Dock.
ANTON GUNTHER, German bark, 441, F. Steinbrugge, 8th Feb., Singapore 13th Dec., Timber—Melchers & Co.
BILLY SIMPSON, British bark, 432, Brown, 9th Dec., Cebu 26th Nov., General—Master.
B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb., Cardiff 9th Sept., Coal—P. O. S. N. Co.
CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast—Carl-lowitz & Co.
CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan., Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
COLOMA, American bark, 853, Noyes, 5th Jan., Portland, Oregon 8th November, Lumber—Melchers & Co.
CONQUEST, American bark, 516, Carina, 20th Nov., Newcastle 22nd Sept., Coal—Russell & Co.
CYPRUS, British ship, 1,322, Johnson, 11th Jan., Middlebro 4th August, Iron—Russell & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb., Rio de Janeiro 9th Oct., Petroleum—Russell & Co.
DANIEL, German bark, 417, P. Vogt, 13th Jan., Hamburg 27th July, General—Melchers & Co.
ERI KOMO, German bark, 416, A. Naumch, 27th Nov., Newchwang 16th Nov., Beans—Siemens & Co.
FERDINAND, German bark, 416, Westergaard, 18th Feb., Quinhon and February, Salt—Wieler & Co.
GERD HYE, German bark, 536, E. Lodewig, 8th Feb., Newcastle, N.S.W., Coal—Ed. Schillhaas & Co.
GLENURY, British 3-m. schooner, 283, D. Thomson, 12th Jan., Manila 9th Dec., General—Wieler & Co.
GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb., Newcastle, N.S.W., 8th Dec., Coals—Amhold, Karberg & Co.
HANS, German bark, 313, A. Thomson, 12th Jan., Cheloo 1st January, General—Wieler & Co.
HERBERT BLACK, American bark, 579, Trust, 18th Dec., Nagasaki 5th Dec., Coal—Russell & Co.—Kowloon Dock.
HERMANN, German bark, 453, W. Penn, 10th Dec., Cheloo 28th Nov., General—Wieler & Co.
HIERONIMUS, German bark, Ipland, 2nd Feb., Tourn 19th Jan., Coals—Wieler & Co.
JAMES G. KENDRISTON, American bark, 938, B. J. Colcord, 12th Jan., Nagasaki 3rd Jan., Coal—Russell & Co.
JOHN SMITH, American bark, 564, O. Kistritz, 2nd Jan., Shanghai 18th January, Ballast—Russell & Co.
JOHN WOLFE, American bark, F. A. Houghton, 11th Feb., Newcastle, N.S.W., 19th Dec., Coal—Ed. Schillhaas & Co.
LIVINGSTONE, German bark, 531, H. Steffen, 14th Jan., Honolulu 12th December, Ballast—Siemens & Co.

HONGKONG—SAILING VESSELS.

(Continued.)

LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan., Whampoa 31st Dec., General—Ed. Schillhaas & Co.
MARIE, Ger. ship, 1,300, L. Wamken, 21st Feb., Cardiff 25th September, Coal—Melchers & Co.
MARY WHITBROOK, American ship, 862, Geo. Freeman, 2nd Feb., New York 14th Sept., Kerosene Oil—Kuit Bros.
MINERVA, German brig, 216, P. Duhe, 20th Feb., Hoihow 9th February, Sapanwood—Melchers & Co.
PRESIDENT SIMSON, British bark, 1,235, G. Scarlett, 31st Jan., Manila 23rd January, Ballast—Jardine, Matheson & Co.
RAMIER, French brig, 280, S. Savary, 22nd Feb., Keelung 18th Feb., Coal—Carlowitz & Co.
ST. IDEUC, French bark, 383, J. Durand, 18th February, Quinhon 1st Feb., Ballast—Carlowitz & Co.
SOPHOCLES, British ship, 1,190, Alex. Smith, 4th Feb., Sydney 5th Dec., Coal—Adamson, Bell & Co.
PROFESSOR NORDENSKJOLD, Norwegian 3-m. sch., 453, E. Jensen, 1th Feb., Newcastle, N.S.W., 21st December, Coal—Russell & Co.
TRI SINA, Austrian bark, 839, G. Cernkovich, 4th Feb., Newcastle, N.S.W., 19th Dec., 1,117 tons Coal—Siemens & Co.
WALLS CASTLE, British bark, 625, H. A. Brown, 12th Feb., Hoihow 3rd Feb., Timber—Lane Crawford & Co.
WESER, German bark, 916, H. Hellmers, 11th Jan., Cardiff 9th September, Coal—Order.

CANTON.

ANTON, German steamer, 395, T. W. Schrader, 15th Feb., Saigon 15th February, Rice—Wieler & Co.
EL DORADO, British steamer, 889, W. O. M. Young, 15th Feb., Bangkok 8th February, Rice—Jardine, Matheson & Co.
PRING, British steamer, 954, G. H. Drewes, 23rd Feb., Shanghai 20th Feb., General—Siemens & Co.
POSANG, British steamer, 969, Irvine, 24th Feb., Shanghai 21st February, General—Jardine, Matheson & Co.

WHAMPOA.

FANO, Danish brig, 227, M. N. Mortensen, 3rd Feb., Cebu 18th January, General—Ed. Schillhaas & Co.
INGEBURG, German bark, 786, H. Ipland, 27th Jan., Manila 19th Jan., Ballast—Wieler & Co.

AMOI.

In Port on 21st February, 1883.
Amoy, German schooner, 313 (Theetzer)—H. A. Petersen & Co.
Batavia, British bark, 350 (Roper)—Pascdag & Co.
Bride, British bark, 304 (Sutherland)—Russell & Co.
Orient, German bark, 461 (Roder)—H. A. Petersen & Co.
Presto, British bark, 384 (Laidman)—Boyd & Co.
Prince Arthur, British bark, 296 (J. Smith)—Russell & Co.

SHANGHAI.

In Port on 21st February, 1883.
Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
Blackadder, British brig, 963 (Swensen)—Russell & Co.
Channel Queen, British bark, (Lachet)—Chapman, King & Co.
Charley, British bark, 359 (Schroder)—Nils Moller.
Ching-hai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Elliot, British brig, 290 (Neill)—Jardine, Matheson & Co.
Emma, German schooner, 219 (Michelsen)—Ed. Schillhaas & Co.
Ernst, German bark, 664 (Pundh)—Captain.
Escort, American bark, 636 (Waterhouse)—Russell & Co.
Florence Treat, British bark, 790 (Dobson)—Jardine, Matheson & Co.
Guiding Star, British bark, 311 (Schnitger)—Mackenzie & Co.
Kolga, British bark, 359 (Ketel)—Nils Moller.
Kolga, British bark, 540 (Long Bang)—Russell & Co.
Marie Berg, German bark, 536 (Hindricks)—Captain.
Minna, French bark, 456 (Davey)—Nils Moller.
Perle, British bark, 400 (Kruze)—Nils Moller.
Queen of India, British bark, 389 (Inoke)—M. B. M. S. S. Co.
Satsuma, British bark, 364 (Lord)—Morris & Co.
Sea Swallow, British bark, 394 (Way)—Gippenich & Burdard.
Sierra Nevada, American ship—Winer & Co.
Southern Chief, American ship, 1,283 (Higgins)—C. & J. Trading Co.
Stout, Norwegian bark, 581 (Hennester)—Chapman, King & Co.
Tyburnia, British bark, 948 (Chalmers)—W. Hewitt & Co.
Velocity, British bark, 490 (Martin)—Morris & Co.
Willie, British schooner, 274 (Olin)—Nils Moller.

YOKOHAMA.

In Port on 26th January, 1883.
A. Cashman, Russian schooner, 50 (Siernberg)—F. Keiz.
Alexander, American schooner, 50 (Carlson)—H. Cook.
Alma, American schooner, 53 (Tibbo)—J. D. Black Diamond, German bark, 670 (Boyd)—P. Bohm.
Diana, American schooner, 75 (Peterson)—Captain.
Eise, German brig, 287 (Holm)—P. Bohm.
E. von Bessleu, German bark, 335 (Getting)—Groussier & Co.
Gitanilla, British bark, 473 (Kirkpatrick)—H. Macfarlane.
Helen, American schooner, 40 (Blachof)—M. Ginsbury.
Herschel, German ship, 787 (Wepper)—Reimers & Co.
Khorasan, German bark, 1,090 (J. A. Vizer)—A. Reimers & Co.
Lady Bowen, British bark, 892 (Rodd)—Mollison, Fraser & Co.
M. C. Bohm, German schooner, 50—P. Bohm.
Northern Light, American ship, 1,859 (Gloom)—C. & J. Trading Co.
Orwell, German bark, 415 (Boysen)—P. Bohm.
Otberg, American schooner, 35, E. Pearce)—Captain.
Otome, American schooner, 52 W. (Hardy)—Snow & Co.
Otter, American schooner, 56 (Lillejohn)—J. E. Collier & Co.
Roderick Hay, German bark, 290 (Nicholson)—Jardine, Matheson & Co.
Rose, American schooner, 300 (O. Wilson)—W. Copeland.
Sophie, Russian brig, 330 (P. Lenzschaefer)—F. Reiz.
ST. VES, French bark, 545 (FROST)—Walsh, Hall & Co.
Stella, Russian schooner, 40 (Isaac)—F. Reiz.
Zephyr, British schooner, 310 (Edward)—P. Hodner.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Erington, Hongkong.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Hongkong.
Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippley, Shanghai.
Curacoa, corvette, 14 guns, Captain S. Long, Yokohama.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Amoy.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Hongkong.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Sandakan.
Himalaya, British troop-ship, Captain Herry St. L. B. Pailler, Hongkong.
Keats, double-screw gun-vessel, 4 guns, Commander E. Hotham, Amoy.
Lily, screw gun-vessel, 3 guns, Commander Evans, Singapore.
Maggie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Kobe.
Midge, double-screw gun-vessel, in reserve, Hongkong.
Moonrhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Yokohama.
Pegasus, gunboat, 6 guns, Commander E. F. Day, Hongkong.
Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridger, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
V. Emanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.
Adonis, French gunboat, 5 guns, Commander Caillard, Saigon.
Africa, Russian corvette, 8 guns, Captain Alexeyev, Singapore.
Alert, American corvette, 4 corvette, Commander Kempp, Kobe.
Ashuelot, American corvette, 6 guns, Commander H. E. Mullen, Shanghai.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Hongkong.
Elizabeth, German corvette, 15 guns, Captain Hollmann, Nagasaki.
Ernak, Russian transport, Captain Koltchak, Nagasaki.
Gomostal, Russian gunboat, 7 guns, Commander Starke, Vladivostok.
Gravina, Spanish cruiser, Don José Quesada, Manila.
Ilia, German gunboat, 8 guns, Commander Klaus, Amoy.
Keralat, French corvette, Commander Beaumont, Hongkong.
La Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, en route Hongkong.
Morges, Russian gunboat, 7 guns, Commander Katarinoff, Japan.
Nerpa, Russian gunboat, 7 guns, Commander Valronde, Chefoo.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Kobe.
PLASTON, Russian corvette, 8 guns, Captain Pohansky, Saigon.
Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.
Sobol, Russian gunboat, 7 gunboat, Commander Boye, Vladivostok.
St. Petersburg, Russian transport, 6 guns, Captain Siderner, Vladivostok.
Stosch, German corvette, 19 guns, Captain von Blanc, Amoy.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
Velasco, Spanish cruiser, Captain J. M. War-tela, Hongkong.
Vestnik, Russian cruiser, Commander Avelan, Singapore.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Vostok, Russian gunboat, 4 guns, Commander Molchansky, Japan.
Wolf, German gunboat, 4 guns, Commander Strauch, Chefoo.

CANTON GUNBOAT SQUADRON.

An-lan, Victory's gunboat, 7 guns, Lin Kuo Chang, Hongkong.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chen-to, Victory's gunboat, 7 guns, J. Stewart, Canton.
Chen-jui, Revenue cruiser, 3 guns, Chinese—Hongkong.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Yai, Canton.
Ching-tai, Victory's gunboat, 4 guns, F. Bessard, Hongkong.
Chop-chung, Revenue cruiser, Li Tack Ming, Canton.
Chop-ai, Victory's gunboat, Chang, on a cruise.
Hui-chang-ching, Revenue cruiser, 3 guns, Wu Jui Chang, Hongkong.
Hui-ching, Victory's gunboat, 3 guns, Ch'en Liang Chieh, Hongkong.
Hoi-ang-hung, Victory's gunboat, Leung Yiu-Ting, Canton.
Hui-shan, Victory's gunboat, 2 guns, H. J. Fauché, Canton.
Lia-hai, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shoi, Hongkong.
Quang-on, Victory's gunboat, 4 guns, Lie Ping Canton.
Shen-shan, Revenue cruiser, 2 guns, Sui Yung Tai, Canton.
Shi-ling, Victory's gunboat, 4 guns, J. E. Murray, Hui Ling Shan.
Tehing-on, Victory's gunboat, 2 guns, Chinese—Amoy.
Tehing-pu, Victory's gunboat, 3 guns, Chang Bogua Fort.
Tehun-tung, Revenue cruiser, 2 guns, Chui Ti Ho, West Canton.
Tung-shan, Victory's gunboat, 2 guns, At Canton.
Yi-min, Victory's gunboat, 2 guns, Chinese—Canton.

Post Office.

A MAIL WILL CLOSE.

For Hoihow, Pakhoi, and Haiphong—Per *Poo-chi*, to-day, the 26th instant, at 5 P.M.
For Straits, Colombo, and Bombay—Per *Vorwarts*, to-morrow, the 27th instant, at 3 P.M.
For Shanghai—Per *Ningpo*, to-morrow, the 27th instant, at 3 P.M.
For Straits and Calcutta—Per *Coniston*, to-morrow, the 27th instant, at 2.30 P.M.
For Singapore and Penang—Per *Himalaya*, to-morrow, the 27th instant, at 2.30 P.M.
For Pontianak, Saigon, Batavia, Samarang, and Sourabaya—Per *Camoria*, to-morrow, the 27th instant, at 2.30 P.M.
For Amoy and Tamsui—Per *Hailong*, to-morrow, the 27th instant, at 3.30 P.M.
For Swatow and Bangkok—Per *Rajanathianuhar*, on Wednesday, the 28th instant, at 7.30 A.M.
For Shanghai—Per *El Dorado*, on Wednesday, the 28th instant, at 2.30 P.M.
For Saigon—Per *Egan*, on Wednesday, the 28th instant, at 4.30 P.M.
For Nagasaki and Kobe—Per *Kumamoto Maru*, on Friday, the 2nd March, at 3.30 P.M.
For Nagasaki and Yokohama—Per *Samatra*, on Wednesday, the 7th March, at 11.30